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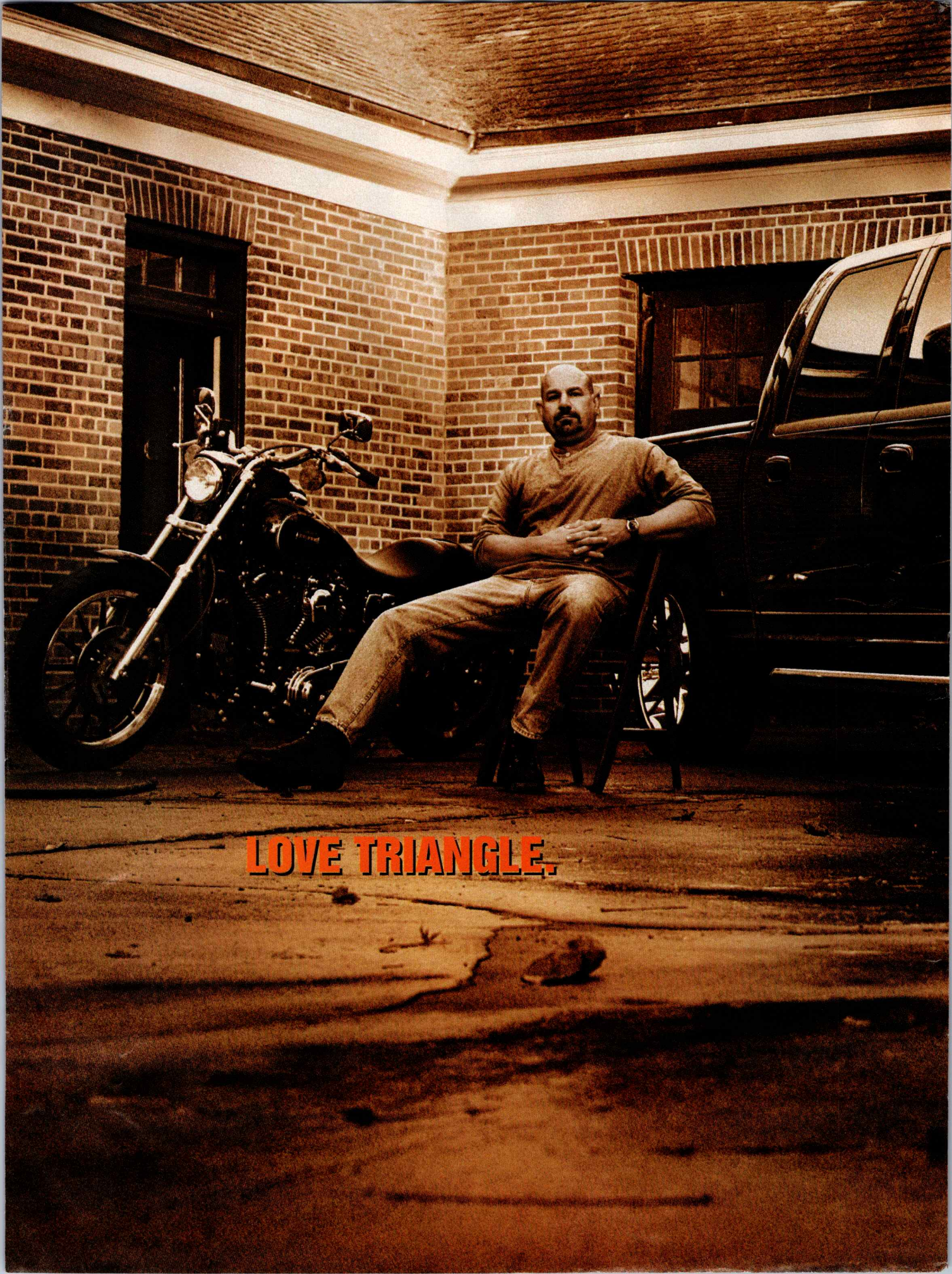
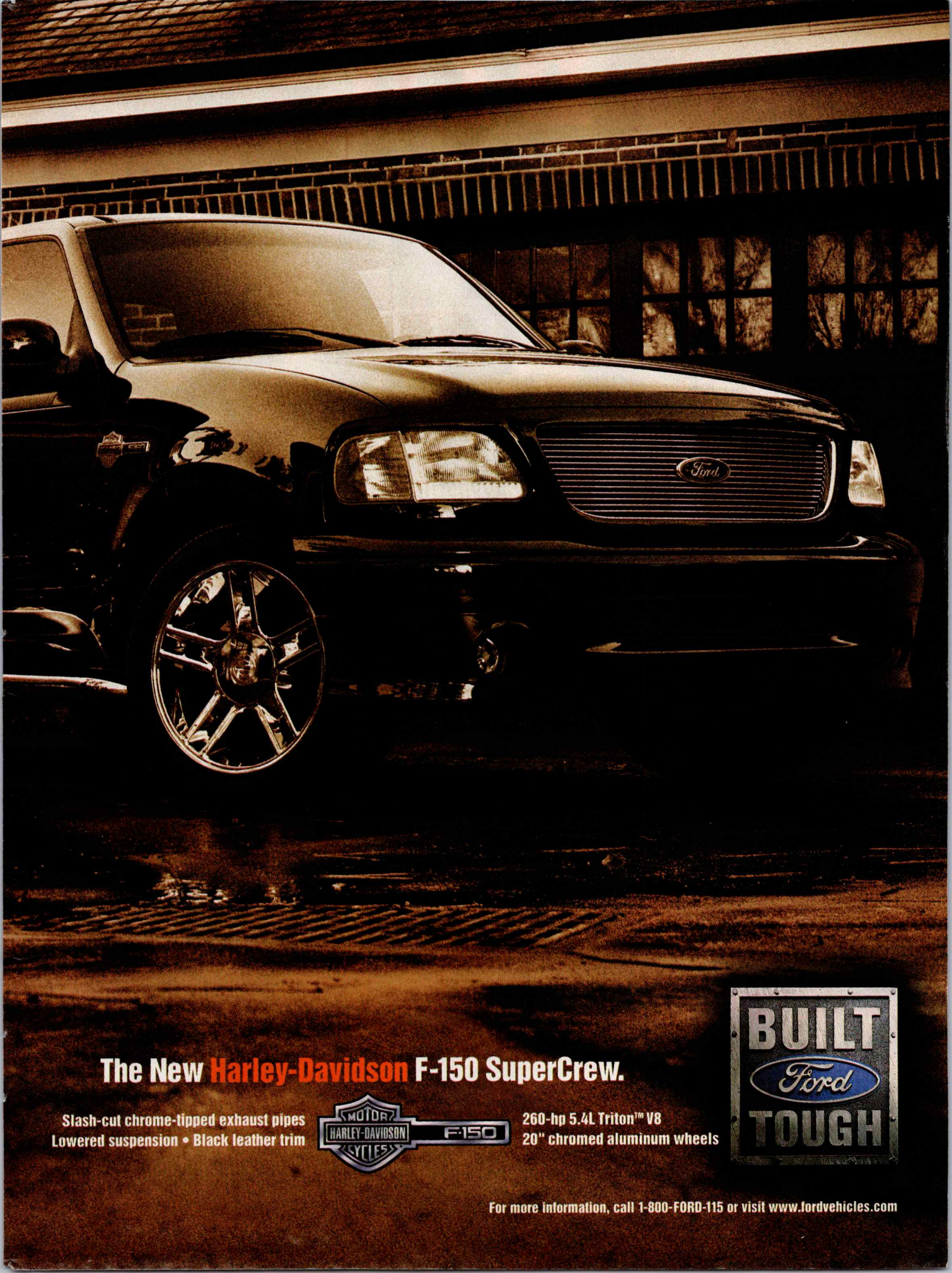

LOVE TRIANGLE.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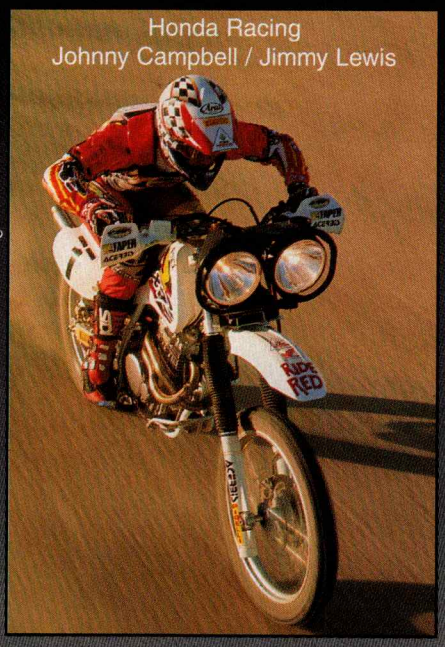

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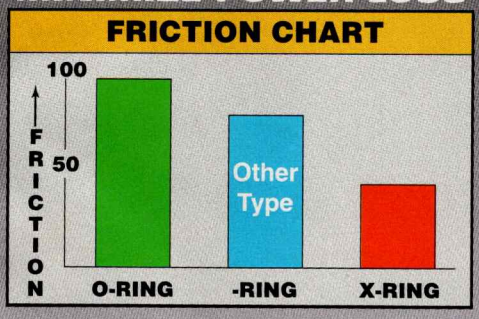

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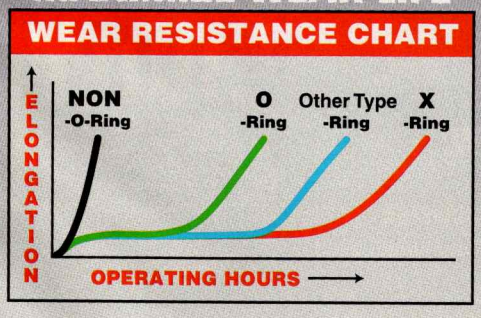

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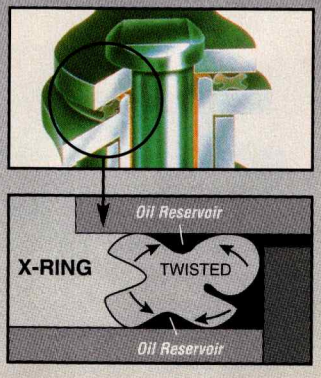
DID 530ZVM	3,700	Max 1,300

* The above max c.c. disp. is based on motorcycle manufactures recommended chain size. Consult your owners manual.



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MOTOR CYCLIST
World's Largest Streetbike Publication • Issue 1250
June 2001

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contents photo: Kel Edge

Motorcyclist road-test photos are posed for by skilled professional riders using proper protective gear under controlled conditions. Attempting to duplicate their actions may be dangerous.

THAT WAS THEN...

THE FUTURE IS NOW!

All New KBC Galaxy

KBC has sculpted a whole new helmet, which is still affordable and inexpensive. The all new KBC Galaxy helmet offers colorful, full-face protection that won't clean out your wallet. Inside, the all-new polycarbonate shell you'll find the new Nylex liner (removable for easy clean up). Outside, dynamic head turning graphics, even the competition can't stop looking at. The face shield sports a toolless removal system and is interchangeable with KBC's VR-1 helmet. Naturally, the Galaxy meets or exceeds Snell 2000 and D.O.T. standards. This is a value not to be ignored. The only thing the KBC Galaxy helmet is missing is the expensive price tag. Try it, you will like it!

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on the cover

It's big. It's cool. And man does it *rip*! Kevin Wing caught Honda's all-new 1800cc VTX super-cruiser spittin' gravel and takin' names somewhere in the Santa Monica Mountains. Kel Edge snapped Ducati's new 996R during its Valencia, Spain launch.

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lean angle

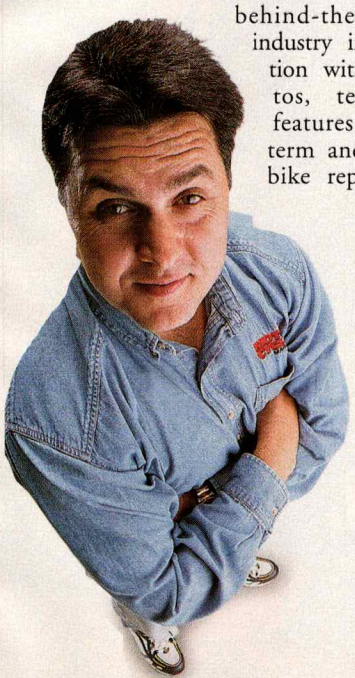
Demon Tweaks

AS CLICHÉS GO, "CHANGE IS INEVITABLE" RANKS PRETTY high. Things are no different here at *Motorcyclist*, where change is as ever-present as Cook's sarcasm, Schuchart's deadline policing—or Burns's twisted humor. (Of course, there's my seven-year-old Vanson leathers, which some staffers point to as proof of *not enough* change....)

Some of the changes here at the magazine have been subtle; the move toward the practical, hands-on side of streetbiking—a shift then-Editor Art Friedman championed in the early to mid-1980s—is a prime example. Other changes have been forced and sudden, such as the recent and tragic passing of staffers Greg McQuide and Gordon Jennings.

Some changes, however, have been planned, such as the massive redesign we undertook for last year's June issue. We did more than simply go all-color and sweeten the graphics and layouts. We re-evaluated what was important to today's streetbike enthusiast, and tweaked the editorial content accordingly, improving our already-excellent road tests, maintaining the personality that's always been at the core of what we do, and incorporating what's become the magazine's calling card—The Real World section, or, as we like to call it, TRW.

Offering a range of "tips, tweaks, fixes and facts," TRW blends behind-the-scenes industry information with how-tos, technical features, long-term and used-bike reports, a complete listing of every streetbike available in America, technical Q&A, riding-technique features, and actual, *measured* performance data—all designed for folks who don't buy a new bike every year. The section's been a hit, and we can safely say that no one does anything like it. The changes have helped boost our circulation to its highest level ever, and considering that our primary competition has been steadily losing circulation over the past decade, that's strong proof that we're doing something right.



But it's time to upshift again. To TRW this month we add fresh meat: a full-page-sized "How-To" (instead of a two-column-sized chunk), and an all-new tool-oriented section titled "Tool Crib." Knowing that a majority of enthusiasts like to upgrade their own bikes, we've added a project-bike section, called "Streetbike Surgery," which will run in approximately every other issue. The section will target the deficiencies of both older and newer streetbikes, and include all of the R&D we did to make the bike in question work as well as can be.

We've also added a monthly column from Senior Editor John Burns. Burns is one of the finest writers in all of motoring journalism, and we're psyched to have him blessing us with his wit, insight and irreverence each month—the latter exactly what you'd expect from a column titled "Bitter Little Man." We've also replaced Garrett Kai (who left recently for Suzuki's public-relations department) with Josh Norem, a streetbike-savvy journalist who's eager to add his wit and energy to what we're already doing. Lastly, our "*Motorcyclist* On Speedvision" TV show is moving to Saturdays (from Tuesdays). Keep an eye out for it.

Let us know what you think.

And ride well.

Mitch Boehm, Editor

MOTORCYCLIST

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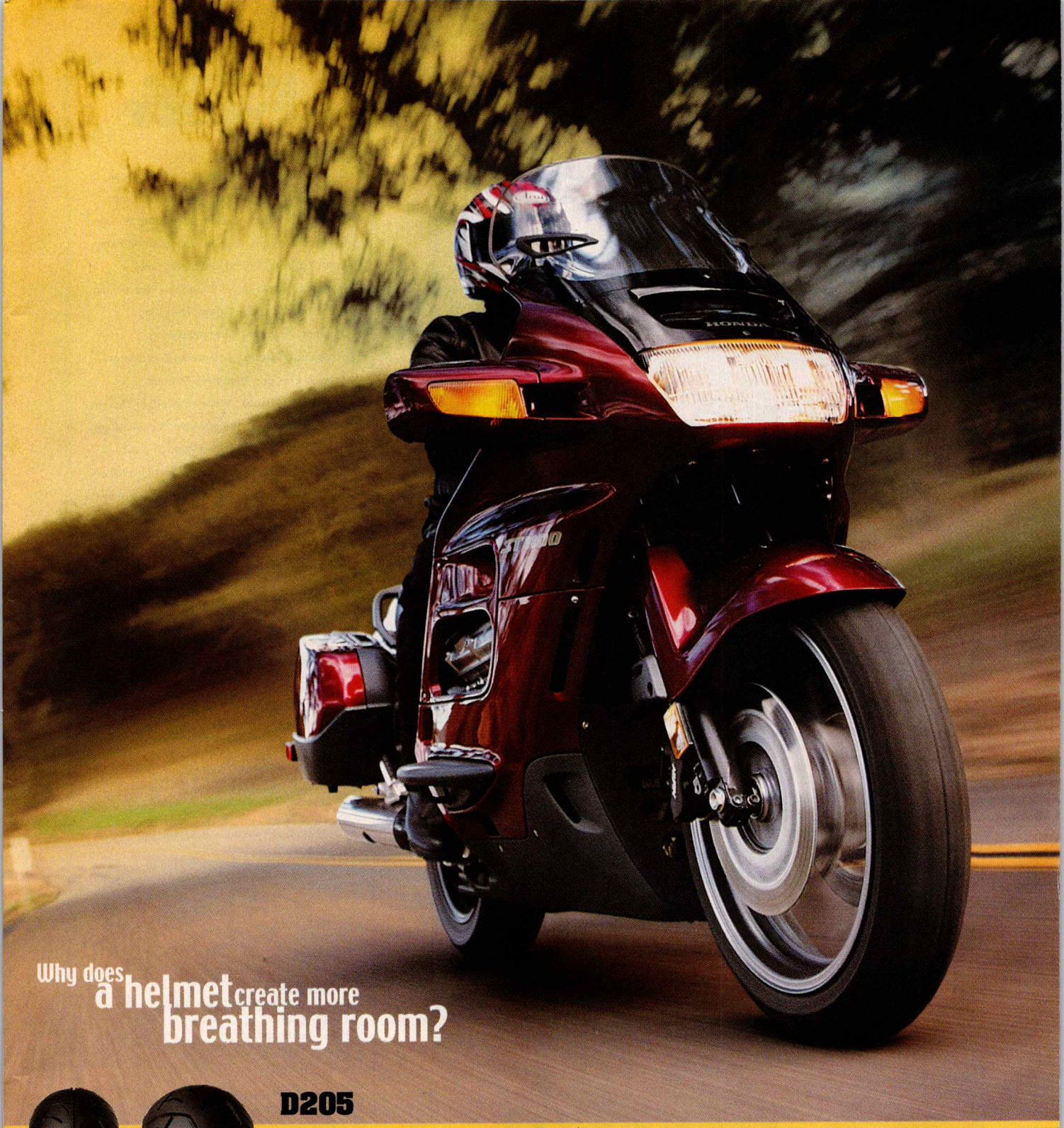

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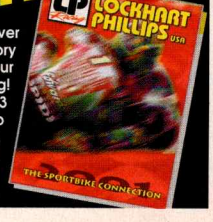

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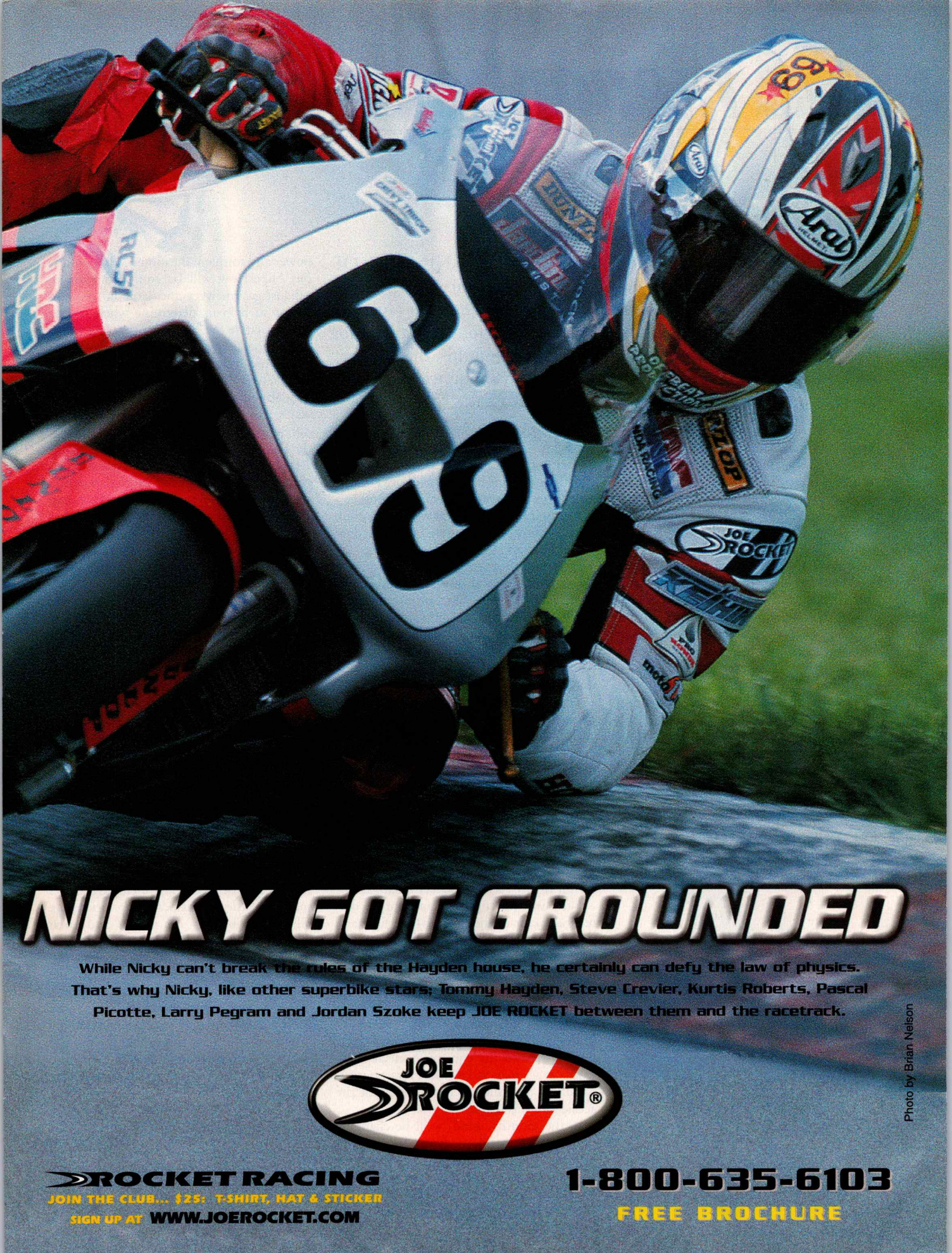

NICKY GOT GROUNDED

While Nicky can't break the rules of the Hayden house, he certainly can defy the law of physics. That's why Nicky, like other superbike stars; Tommy Hayden, Steve Crevier, Kurtis Roberts, Pascal Picotte, Larry Pegram and Jordan Szoke keep JOE ROCKET between them and the racetrack.

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Photo by Brian Nelson

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by Marc Cook
Executive Editor

Number Nanny

SUBJECTIVE EVALUATIONS ARE THE HEART AND SOUL OF a magazine road test. We're paid to use our experience and perspective to position and rate the bikes you may buy, but the objective measurements are what help us fortify our position. It's crucial for these numbers to be accurate and repeatable. So on this, the one-year anniversary of our big redesign, we're happy to announce changes in the way we gather and crunch performance data.

Perhaps the most obvious change concerns our acceleration data. For all full-road-test (and comparo-test) motorcycles, we make the trek to Palmdale, California, to the Los Angeles County Raceway (LACR), a purpose-built dragstrip in the low desert outside of L.A. proper. It's a good facility, with a grippy strip and a flexible calendar, but there's one critical flaw: At 2100 feet above sea level, the strip inflicts the expected penalties on horsepower. Ambient temperatures at LACR can range from near-freezing to more than 100 degrees Fahrenheit, so air density (the variable that most affects horsepower) can range from the equivalent of 1200 feet above sea level to a (literally) breathtaking 7000 feet.

Why do we care? Even on the coldest days, the test bikes suffer a 4 percent loss of power (compared with sea level) and on the sunbakingest afternoons in that garden spot we call Palmdale, they're down a whopping 21 percent. That's why, more than a decade ago, this magazine began publishing quarter-mile times that were filtered according to a National Hot Rod Association correction chart. This chart allows you to use the density altitude of the test site and correct the elapsed time and terminal speed of the test bikes. Back when this was instituted, two staffers—who were also private pilots—knew to calculate density altitude from the known elevation, temperature and humidity. Thus, the correction factors varied according to the conditions present during the acceleration tests.

Somewhere in the early 1990s the idea of correcting for density altitude was lost and we mistakenly moved to a fixed correction factor that adjusted only for the strip's basic elevation. As a result, tests done in the winter tended to benefit the bikes (the base scale overcorrects in cold air) and summer tests made the bikes seem slow. Also, until now, we applied the correction factor only to the quarter-mile times and not to the remaining performance numbers, which are generated by our highly accurate Stalker radar gun.

Now, we will apply the appropriate correction factor to the quarter-mile time and trap speed as well as for the 0–60 and 0–100 mph acceleration runs and the 60–80 mph roll-on figure.

But that's not all. For years we've used and put thousands of miles on the Bartels Dynojet dynamometer. As with all Dynojets, it's what's called an inertia dyno—the rear tire contacts a metal drum whose exact mass is known. Horsepower is calculated according to how rapidly the tire accelerates this drum.

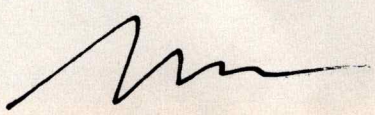
In the months ahead, we'll be changing over to a SuperFlow dyno. It's what is known as an eddy-current dyno, and its main strength is the ability to apply a constant load to the rear tire and drivetrain, allowing us to obtain more accurate horsepower and torque indications. What's more, our SuperFlow will be equipped with an exhaust-gas analyzer and lambda (oxygen) sensor to help us determine where in the mixture curve the engine is operating at any given load and rpm. We expect the SuperFlow to be a fabulous tool.

That's all fine, but there is one fly strutting about on the omelet. Because of the way each dyno measures power, there are differences in the raw numbers. In general, the Dynojet serves up figures approximately 12 to 18 percent higher than typical eddy-current dynos. We'll have an overlap period while we switch over to the SuperFlow and will take the opportunity to test some bikes twice to verify the offset. Just don't get cranky if your GSX-R600 is shown to make 85 horsepower at the rear wheel instead of 100; it's not the bike, it's the dyno.

Performance and dyno testing are but two pieces of the puzzle. In the next few months, we'll begin a major program working with suspension specialists Race Tech to begin on-board, real-time data acquisition on most test bikes. In addition, we'll have access to Race Tech's new suspension-test rig. Not only will our testers—with highly calibrated backsides—be able to tell you, for example, that this or that bike's suspension is harsh over small pavement irregularities, we'll also have the graphs to prove it.

And as we have done in the past, we'll be making extensive use of our Drack data-acquisition system for track (and some street) tests. This setup includes a small, on-board computer that's capable of reading several channels of data, including wheel speed, throttle and suspension position, the bike's location on the track, and even incredibly accurate lap times. We plan to expand our use and presentation of the Drack data to help explain why one bike goes around the track faster than another.

As modern motorcycles get ever more competent, these data become increasingly important in drawing a complete and accurate performance picture. It's our aim to give you the best, most comprehensive testing around.



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backfires

SUPERBIKES 2001!

I just put a deposit down on a new GSX-R1000 after reading your "Superbikes 2001!" piece (April 2001). I weighed the options and decided I'd rather have more power than comfort in my next sportbike. When it comes to the ergos, are there aftermarket products to help? Are handlebar risers going to make rider position better without destroying the original handling characteristics? Or should I shut up and deal with it on a long commute?

Charlie
Jim Thorpe, PA

Although Burns would probably say, "Shut up and deal with it," staff diplomats would tell you to check out companies such as Heli Bars that produce bar-riser componentry. Current GSX-R750 parts should fit.—Ed.

I thoroughly enjoyed Marc Cook's "Superbikes 2001!" story. Having just purchased a CBR929RR in February (and having ridden it very little due to all the rain we've had lately here in L.A.), I've been reading everything I can about the bike. As you might imagine, Boehm's column put a big smile on my face! The piece mentioned the 2001-spec 929 having more power (great!) and weight (argh!) than the 2000-model bike. I don't doubt that's what you got for your measurements, but is the increase in power really designed into the 2001 bike, or is it just the difference in dyno runs separated by many months?

Tom Bullard
Manhattan Beach, CA

We asked the Honda guys and they swear the bike is unchanged. Our 2001 tester had more miles on it when dyno'd than the 2000 bike, and our long-term 2000 actually picked up power during its stay.—Ed.

Can't you guys give the ZX-9R a break? It's by far the best straight-liner (a lot of us down here in the Southwest like that!), and it's a more comfortable ride than the others. It makes 130 ponies and is dead reliable. What's not to like?

R. Styles
Birmingham, AL

We never said we didn't like it, we just said it's outclassed. It's also a bit cheaper now. Kawasaki just whacked $200 off the retail price.—Ed.

C'MON, YAMAHA, BRING IT IN!

Is Yamaha going to bring the FJR1300 to the United States next year? Or, perhaps, maybe later this year? There are many of us who are quite disappointed that we must wait another year for the machine of our dreams. Some people have even begun to put down deposits at dealerships, just in case.

Carlton McLeod
Chesapeake, VA

IF WE HAVE TO EXPLAIN...

I am a 48-year-old rider with many years of experience. But I am clueless as to why I would want to drag my knee in a corner. I have touched a peg or two to the pavement, but the adrenaline always screams, "Slow down!" I have never raced; I am a commuter. There must be a theory that I am unaware of. Does the knee act as the third part of a tripod to keep the bike from going down in a slide?...or is it just fun? What is the function of those leathers with the knobby knees?

Gary Sparks
Via e-mail

CUSTOM LID

OK, I give up. On pages 38, 44 and 88 of your March 2001 issue, the rider's Arai helmet prominently displays a "Union Jack" motif. Is it fair to conclude this is Alan Cathcart's custom helmet? Any help would be very much appreciated.

A Frustrated New Hampshire
Triumph Rider
Via e-mail

Custom all the way. Buy a black lid and have a quality helmet painter recreate the design.—Ed.

BIRTHDAY SUIT

I sure would like to see a comparo between the rash of new naked bikes. The Ducati S4 has caught my eye as well as the funky Speed Triple. Splash in a Super Hawk and TL for Ss & Gs and it could be a good ol' time for you guys. What am I thinking? Invite me! I'll volunteer my services. Or, how about a ZRX1200R, FZ1 and Bandit 1200S comparo? Well, maybe that's another day. Maybe I'm just getting cabin fever.

Nate Harms
Bismarck, ND

Or maybe not. Stay tuned.—Ed.

MR. SAFETY

I just received the April 2001 issue, and two articles in particular stood out. The first was Art Friedman's column. I can personally attest to the effect even two beers can have on reflexes and judgment. Without going into a lot of detail, let's just say that a bumpy road, two hands on the fuel taps trying to switch to reserve, and slowed reactions don't make a good combination. I've ridden a lot of miles and drank a lot of beers over the last 30 years—sometimes together—but that was enough to teach me. I was on an R75/6 and it went into a slow wobble that intensified and finally spit me off like a watermelon seed, all in about three seconds. I was not seriously hurt and was able to ride home, but that was sheer luck. Aside from crash damage, I could also have been looking at a failed field sobriety test and minimum 90-day loss of license, not to mention increased insurance rates.

The other item was the letter from Mike in Concord, New Hampshire, and his friend Blair. I live a half-hour ride from Concord, and if Blair would like to see why none of this riding gear is worthwhile, I'd be happy to show him. The gouges in my helmet, the scrapes on my leather jacket, and the scars on my ass where the asphalt chewed my jeans through probably mean nothing. Just as well he doesn't wear a helmet anyway, cause that will keep him out of Vermont where the really good riding roads are. Something tells me that letter would have gotten some kind of rise out of Gordon Jennings.

Mike Gordon
Hillsboro, NH

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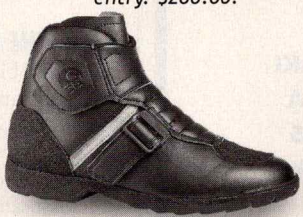

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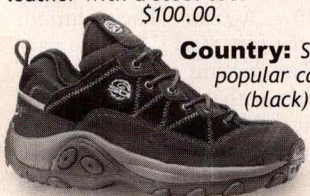

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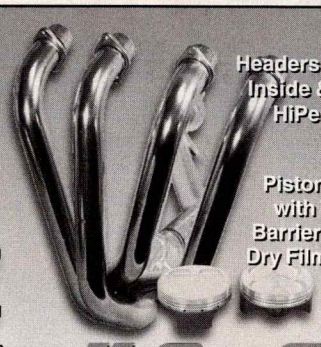

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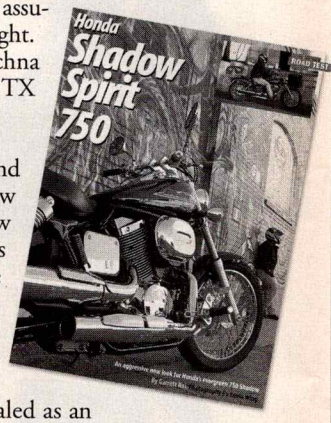
backfires

We suspect you're right about Jennings, Mike.—Ed.

SPY SHOTS

I really enjoyed the spy shot of the Suzuki GS1200S in the March 2001 issue. I love my ZRX, but I could see myself trading up to this bike if Suzuki ever decided to bring it into the United States. I'm sure Suzuki knows its market better than I do, but I can imagine this bike would sell, assuming it's priced right.

Randy Michna
Houston, TX



MAJOR OOPS!

I was excited to find out that the new Honda Shadow Spirit 750 turns the quarter-mile in 11.98 seconds (14.98, maybe?), and that the engine shown on page 78 was revealed as an offset crankpin powerplant (not!). So just imagine my dismay when I see the Phantom picture of a VT750CD in the dimensions section. Alas, all this time I thought you were describing my perfect motorcycle.

Really, you folks are so great that I jumped at the chance to do my mini-exposé. I was saddened when I realized I wasn't harpooning Burns, who is a favorite of mine. Thanks for the usually trusty info and good times.

Kevin Perryman
Via e-mail

Not only did we typo the quarter-mile time (it should have been 14.89 seconds at 86.7 mph), we misstated the power numbers in the test itself; the bike did indeed make 41.4 rear-wheel ponies, just as it shows on the dyno chart (though we added insult to injury by putting the dyno curve line below the 40-horse line). The photo snafu? Must have been our eyesight!—Ed.

BACKACHE BE GONE

It's a nice bit of serendipity when a bike's problem and "solution" appear in the same issue of *Motorcyclist*. I'm referring to the wrist problem of the GSX-R1000 listed on page 56 of the April 2001 issue. "With the least amount of handlebar rise and the tightest seat/peg relationship, the Suzuki is odds-on favorite for the Aching Wrist and Ass Award." The solution? Could it be the Heli Bars shown on page 98? "Heli Bars systems are designed to relieve weight on the wrists, elbows and shoulders, etc." Will *Motorcyclist* use this "fix" and report on it? Because wrist fatigue is the major complaint, fixing this

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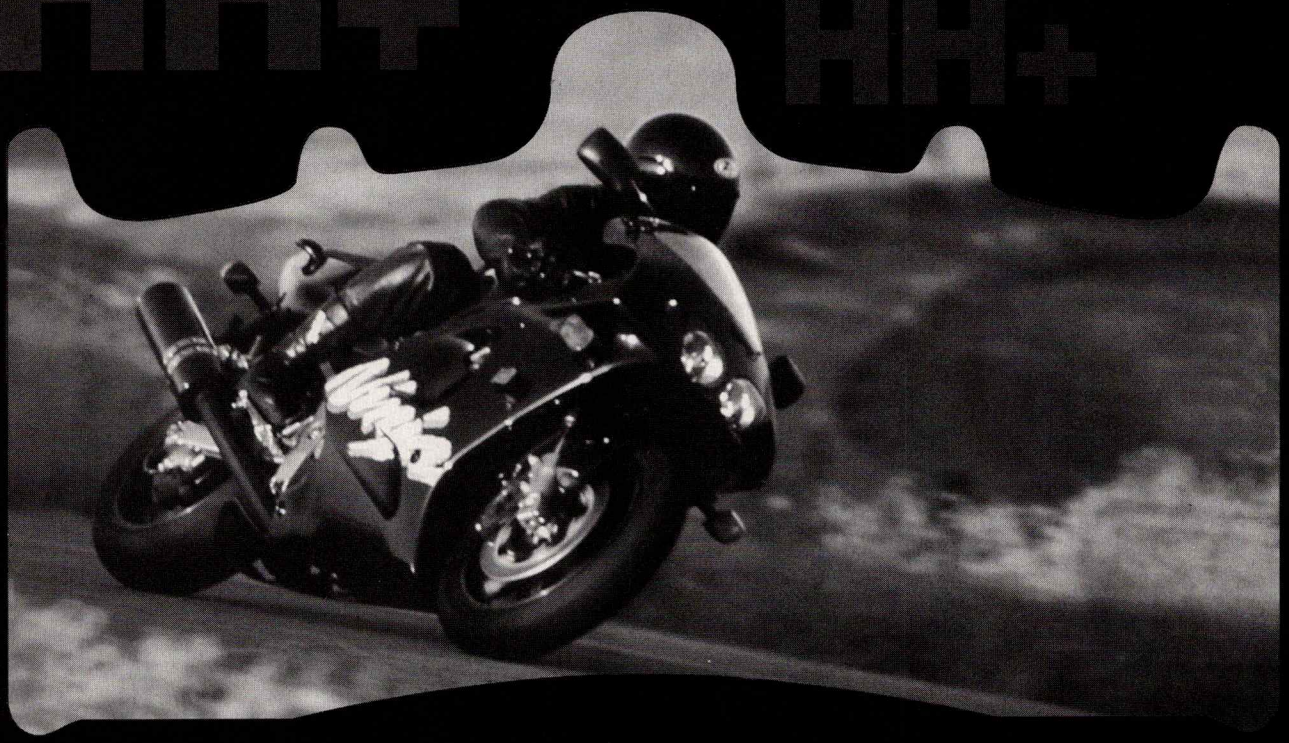

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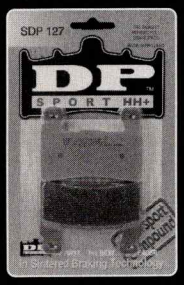

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problem could make the GSX-R almost the perfect bike.

Steve Rogers
Via e-mail

Your wish is our command, Steve. See page 109 for a review of the VFR800 system.—Ed.

LOTS TO SAY

I own a 1999 600 Katana. No problem with stoppies, but the front end feels like a Cadillac. I can give the front wheel of my wife's XR100 significant hang time, so what's wrong? Is it me? What am I not doing right? I've also sensed a lack of Burns-bashing lately. What gives? You may be tired of it, but I'm not. So let's do a little more laughing at—I mean, with him.

Re: your jobs. How do you do it? Dozens of Hail Marys? Anonymous donations? What? The guilt must be killing you. All the sweet new bikes, all the hot gear, paid to ride: It sucks to be me.

My wife can see how much I love your mag so she surprised me with a subscription to *Sport Rider,* also. Another great mag, but bi-monthly? Please don't get any ideas about this yourselves. I couldn't wait that long between fixes.

Hey, really love the magazine. I really trust your advice. If I were on "Survivor," your mag would be my luxury item—and not just for toilet paper.

Tim Tippins
Via e-mail

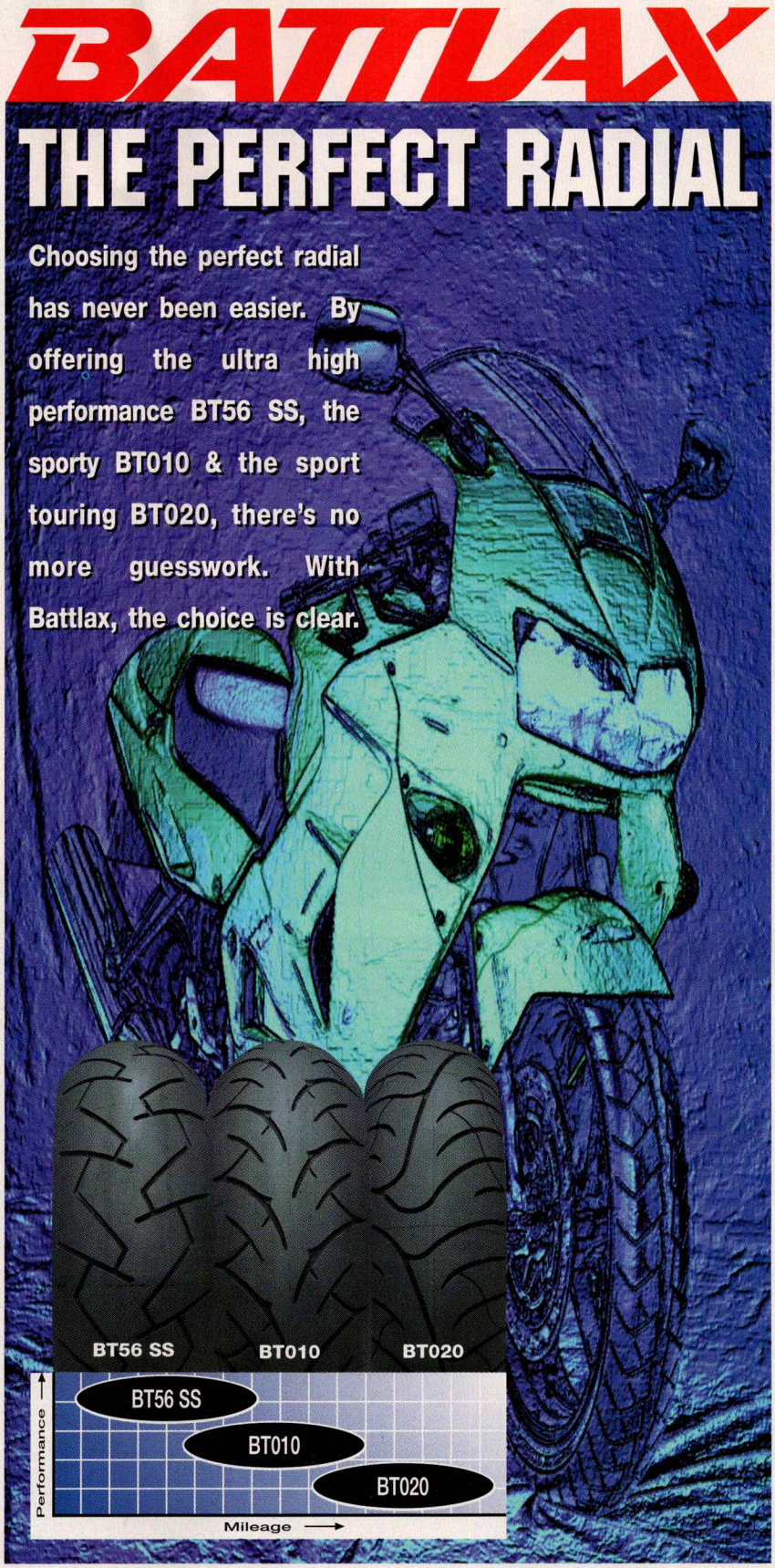
HAILWOOD DUCK

I read with interest Roland Brown's quotation of Pierre Terblanche in his April 2001 article on the Ducati MH900e: "The people it's aimed at understand it, and I don't care about the ones who don't. They can go and buy themselves a Toyota Corolla or another bike." Such arrogance speaks of insecurity. Given that few find the MH900e a gem, the poor sales results of the new generation Supersports (in this country), the less-than-inspiring design of the ST2/4, and the formidable task of designing a successor to the 996, I can understand how Terblanche might be feeling insecure. Too bad he put his foot in his mouth—at least the Corolla is an honest design statement and sells well.

Gordon Bunker
Santa Fe, NM

OK, fair enough. But did you leave out Mr. Terblanche's superb work on the scintillating Supermono on purpose?—Ed.

We appreciate your views and opinions. Send letters to BACKFIRES, *Motorcyclist*, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515, or fax them to (323) 782-2372. If you have Internet access, you can e-mail your thoughts to us at mcmail@emapusa.com. Letters must be signed and include your address and telephone number; however, we will withhold your name at your request. We reserve the right to edit letters for clarity and/or length. The views expressed here are not necessarily those of *Motorcyclist*. All materials sent to the editors will become the property of *Motorcyclist* and cannot be returned.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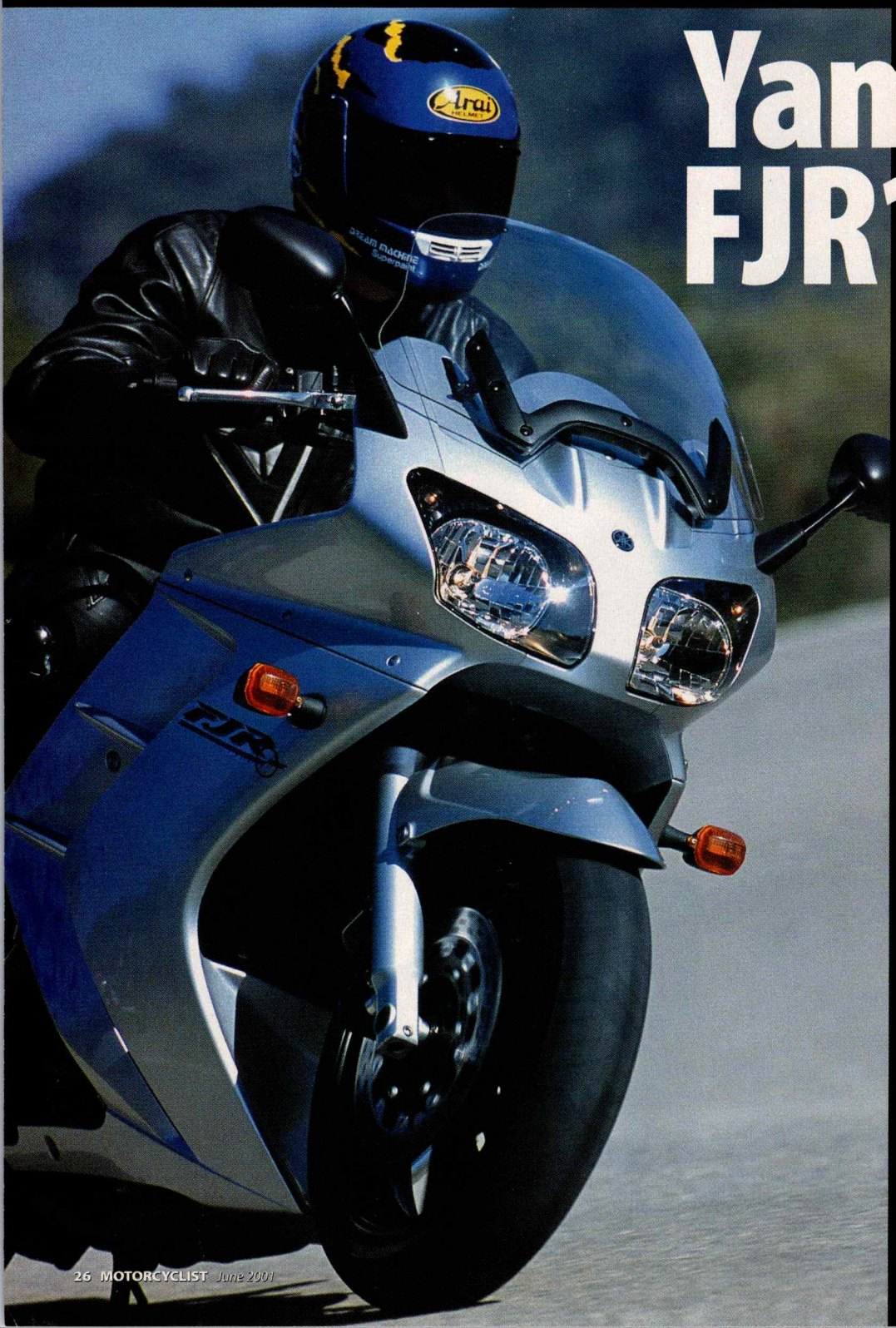
Up to Speed

JAPAN: Don Helle **EUROPE:** Alan Cathcart and Roland Brown **MIDWEST DESK:** Darwin Holmstrom



Yamaha FJR1300

FIRST RIDE

An R1 for the long run, but not for the United States—yet

The big four stomps out of the bends in southern Spain so hard it's difficult to believe, but I haven't thought of the tachometer or transmission for miles. Welcome to Yamaha's latest take on high-speed European sport-touring: the FJR1300.

The heart of the beast is predictably persuasive: A fuel-injected, liquid-cooled 1298cc, 16-valve inline-four that churns such seamless torque from 2000 rpm on up that it feels like a massively powerful automatic. Yamaha's declared power output of 145 hp at 8500 rpm (just five ponies behind the 20-valve R1 engine) and 93 foot-pounds of torque at 7000 rpm (13 more than an R1) underline that impression. This engine is far too civilized to be cammy, but it does breathe deeper at about 5000 rpm as the tach needle sweeps toward a 9000-rpm redline in which there seems little point in visiting. And twin balance shafts make the engine almost as smooth as it is stout.

All that power resides in a massive aluminum frame, complete with distinctive side sections out-

Yamaha's attempts to make the FJR suitable for long distances range from the adjustable windscreen and twin-headlamp full fairing to the use of different grades of padding for the rider's and pillion's section of the seat. Other optional accessories include a top box, tank bag, tank protector, U-lock, alarm (for which wiring is provided), heated grips and lower wind deflectors. Color options are black, blue and silver.

board of the cylinder head. The engine forms a stressed member of the chassis, adding rigidity with its one-piece cylinder/crankcase design. The handlebars, swingarm and detachable rear subframe are also done in aluminum, helping to hold dry weight to a claimed 521 pounds.

The inspiration for putting steamroller torque in a comfortable, athletic package came from Yamaha's own FJ1100, a bike familiar to American riders. But despite the buzz its coming-out party created at last September's Munich Intermot Show, and a bull market for sport-tourers in Europe (for the time being, at least), the FJR1300 is conspicuously absent from Yamaha's U.S. lineup. Yamaha U.S. Majordomo Bob Starr says the final call comes down to logic rather than emotion. "We haven't decided yes or no, but whether the FJR1300 comes to America or not will depend on our long-term view of the U.S. sport-touring market. We want to make a commitment to the bike before we bring it in, and to do that we need to be sure we can keep it here for a while," Starr says. "The bottom line is we don't want to disappoint the customer."

The FJR seems to have the traits to thrive in most any market. Unlike the perennial FJ1100/1200's more warlike mission, the 1300 aims to balance long-playing comfort and convenience against sheer speed. Hence the purposefully upright riding position, large mirrors and comprehensive instrument display that includes an analog speedometer and tach, plus a digital fuel gauge and clock. The fuel tank holds 6.6 gallons, and there's a new electronically adjustable windscreen that protects shorter riders from the wind better than tall ones, shaft final drive, optional color-matched hard saddlebags (each capable of swallowing a full-face helmet), and an integrated luggage rack. European FJRs come

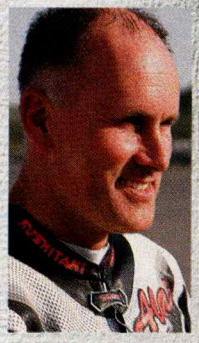
with extra key cylinders, allowing the ignition key to be used for all locks if the saddlebags are fitted. And in the interest of true long-haul harmony, rider and passenger portions of the seat are optimized to their respective occupants with specific foam densities.

Flowing through an assortment of dodgy Spanish curves at speed, the FJR is as adept at sport riding as it is at touring. Steering is perfectly neutral even if the road isn't. A nudge on those tallish bars has it cranking around without scraping anything more than the footpegs. And despite all that torque, the FJR's shaft drive never intrudes by pushing the chassis around. The engine is quite smooth on either side of some high frequency vibration at 5000 rpm, which translates to an otherwise comfortable quasi-legal 90 mph in top gear. Wound all the way up with the bags loaded and variable windscreen fully deployed, the FJR speedometer needle finally parks on 150 mph (add approximately 10 mph more without luggage), feeling dead stable all the while.

The suspension, a 48mm fork and single rear shock (with dual-rate springs that can be given extra preload with a hand lever that factors out the lighter one), proved comfortably firm enough to make attacking bends a pleasure. Developed specially for this bike in collaboration with Yamaha, Metzeler's new MEZ4 radials gripped well, even in bumpy bends. The fork stands up well to the deceleration provided by the dual 298mm discs and R1-style four-piston calipers. ABS is presently unavailable; Yamaha is developing a system that could be available if the FJR comes to America as a 2002 model.

Overall, I was impressed by the FJR. Inspired by its own FJ1100, Yamaha carried the idea of a fast, comfortable, capable sportbike on the strength of technology developed on the revolutionary R1. The result is a bike that is perhaps better than any other at combining true long-distance ability with sportbike speed and style. *—Roland Brown*

TIME WARP DO YOU REMEMBER THE FIRST TIME YOU MADE EYES WITH A DUCATI 916? "HEY THERE BIG BOY," it purred. "You are gorgeous!" you replied. Do you remember when you first heard a 916? Oh boy, we're starting to get all mushy just thinking about it! In September 1994, the Duck received its first full-blown flogging, and was pitted against Yamaha's "Sportbike of the Year" YZF750. The result? The Ducati ate the Yam like it was, er, a yam. Seven years later we welcome its replacement: the new 996R with the *Testastretta* engine.


KEL EDGE

Euro Notes

by Alan Cathcart

ITALY'S HISTORIC TROPHY MARQUES—MV Agusta, Benelli and Moto Guzzi/Laverda—are riding the two-wheeled comeback wave to maximum effect. Now, it's Mondial's turn. One of the many small motorcycle manufacturers that flourished in post-World War II Italy, Mondial distinguished itself from its many rivals by winning five world championships in the 125cc and 250cc classes between 1949 and 1957. So advanced was the design of its little dohc single that the company went three full seasons without being beaten in the 125cc class, and in 1957 Mondial scooped both 125cc and 250cc world crowns in the same year thanks to flamboyant Italian Tarquinio Provini (125cc) and British ace Cecil Sandford (250cc). But at the end of that season, Count Giuseppe Boselli—who founded the company in collaboration with his three brothers—pulled Mondial out of GP racing due to falling streetbike sales. Two years ago the Mondial name was acquired from the Boselli family by 39-year-old Roberto Ziletti, a Brescia-based newspaper magnate. A huge motorcycle fan, Ziletti has long harbored a dream to own his own motorcycle company, preferably one with a glorious heritage. "Moto Mondial sounds better than Moto Ziletti!" he joke. "And anyway, I always admired the Mondial marque's short-but-glorious racing history, and how the Boselli family pulled out of Grand Prix racing at the top, undefeated. Now it's our challenge to live up to that tradition—only in the World Superbike class, rather than smaller-capacity GP racing." To achieve this, Ziletti has laid plans for the marque's revival with a sophisticated, limited-edition 1000cc V-twin sportbike called the Piega, designed by former Aprilia engineer Nicola Bragagnolo, and powered by Honda's RC51 engine (see Up to Speed, February '01). But first, to prove that this is a serious project and that the bike actually runs, Roberto Ziletti accepted the invitation of SBK promoters Octagon to debut the Piega in a five-lap demonstration on race day during the opening round of the 2001 World Superbike Championship at Valencia, Spain, in early March. Then he kindly asked me to to be the first person to ride a works Mondial on a racetrack since 1957— and in front of 35,000 Spanish spectators!

While still very green and at the very beginning of its development cycle, the Piega already promises to deliver that dream-team package of Japanese engineering dressed up in Italian styling, with European chassis expertise complementing Asian engine performance. My laps on the Piega at Valencia were the first time the bike had been on-track (the test team's earlier track test had been snowed out!), and I found the bike's fuel injection to be fairly abrupt, the too-large (60mm) throttle bodies allowing the engine to sputter if I used too much throttle exiting tighter turns. I had to guess at engine revs, too, because the British-made (ouch!) tach broke as we were warming the bike up in the pit lane. Still, these glitches are nothing a serious test session couldn't sort out, and this *is* a Honda engine, after all, so we know it'll work quite well when Mondial gets it dialed in properly.

I had no such reservation about the Mondial chassis, which immediately gives the impression of being well-sorted. With the smaller, 4.9-gallon carbon fuel tank fitted for my ride, the Piega feels small and agile, just as a one-liter V-twin should. Fitting the larger 6.3-gallon tank the Mondial will need for race distance destroys this impression; it's so broad across the top it makes the Piega seem much bigger, and less nimble, rather like a Suzuki TL1000R. But as I rode it, the Mondial felt slim and contained, yet balanced and responsive—the sort of bike you feel a part of, rather than merely perched on. The riding position is comfortable, with not too much weight on your wrists, and quite spacious—maybe too much so; it needs a seat pad to stop you from being pushed backward under hard acceleration. Yet when ridden hard, the Mondial feels tight and taut, with precise steering and handling that generates lots of confidence. Because of the problems with the engine mapping, I found myself having to take many corners at Valencia a gear higher than I'd expected in order to get a clean drive with the engine "carbureting" properly, and thus maintaining momentum. That extra cornering speed placed additional demands on the spaceframe chassis and Mondial's own front suspension, which were successfully answered thanks in part to the very rational 52 percent/48 percent frontward weight bias, which is unusually good for a V-twin and which helped the front Michelin slick stick well. This is a bike that invites you to corner fast, and is certain to be fun to ride hard on the street.

Mondial's RC51-powered Piega.
KEL EDGE

This is a bike that invites you to corner fast, and is certain to be fun to ride hard on the street.

The brakes need some work. I never use the rear brake on a twin anyway, but the front felt rather soggy and had a very long lever travel. I remain to be convinced this is an appropriate use of Mondial's valuable resources in terms of time and personnel, especially when it has Brembo, the world's benchmark brake-maker, on its doorstep. When I did brake hard at the end of the pit straight, however, the Piega was extremely stable, with very little excess weight transfer and good suspension response. I liked the chassis setup a lot: This one has real potential!

I very much look forward to testing the Mondial again. This is a bike that has the potential to honor its promise, and to prove itself worthy of the historic Italian marques whose badge it bears.

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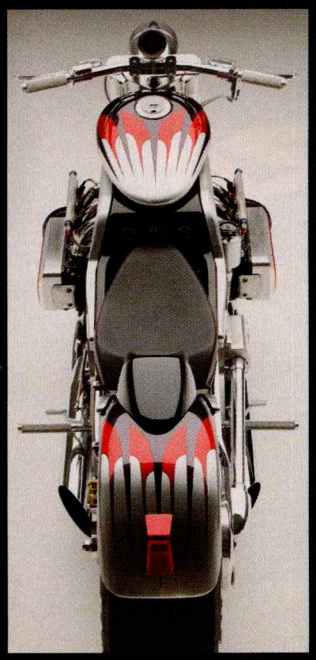
Honda's radical T4 concept bike; the shape of things to come?

Precious Metal from Honda R&D

MASTER FABRICATOR MIKE MCCLUSKEY spends most of his time bringing old Shelby Cobras and classic airplanes back to life. He isn't much of a motorcycle guy. That's why you've never seen anything like his six-cylinder Honda design exercise, and at least part of the reason Honda R&D America has tapped him for the project in the first place. Dubbed the "T4," McCluskey's handiwork is one of four flat-six-powered customs commissioned and created under the auspices of Honda's Torrance, California-based skunk works over the last two years.

Intended to let design types color outside the lines imposed by mass production, Honda R&D's custom project has generated plenty of eyebrow-raising ideas. "Production motorcycle design can impose unconscious limits on the creative process," says Honda PR Chief Pete terHorst, "so we asked Mike McCluskey for a new look at what's possible."

A close look at the GL1800-powered T4 reveals as much artful fabrication as stunning design. The seamless spar frame that appears to have been milled from one massive aluminum billet was actually welded together from three pieces of the stuff. The solid billet swingarm was assembled from three sections also, with an exposed outboard drive shaft to make room for that real-deal 26.0 x 9.0-15 Goodyear drag slick. The shaft's front and rear gear cases are billet bits too. The artistry of a guy like McCluskey lives in pieces like a billet, front engine hanger that the average minivan-driving primitive couldn't see or appreciate.



Everywhere you look, the T4 is an overdose of eye candy for connoisseurs of precious metal. All those Allen bolts? They're flush-mounted. There's clear coat over the brushed aluminum. Now don't you wish you'd paid attention in metal shop? As you Masters of the Obvious will have surmised by now, don't expect McCluskey's magnum opus to roll into a Honda showroom any time soon. But look very closely at the coming attractions sure to follow the 2002 VTX into production and we'd bet a year's supply of chrome polish you'll recognize some of its pieces. *—Tim Carrithers*

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Schwantz Goes to School

TOM RILEY

IT GOES WITHOUT saying that 1993 500cc World Champion Kevin Schwantz could teach you some things about riding. "I'll make it one of the most informative days you've had on a motorcycle and I'll make it fun," says Chief Instructor Schwantz of the new Suzuki Motorcycle School at the Road Atlanta Motor Sports Center. Schwantz has created his curriculum and assembled a fleet of GSX-R600s, SV650s and GS500s to train students of all skill levels. Novice, intermediate and advanced classes are available, each tailored to the students' abilities. One-day classes ($695 with a school bike, $495 with your bike) accommodate 25 students, with lunch included as part of the package. There's also an intensive three-day World Package. Call (800) 849-7223 or click on www.kevinschwantz.com.

2001 dates: May 15, May 16, May 21, May 22, June 29–July 1*, July 6, July 9, August 11, August 12, October 23, October 29. *World Package

Suzuki's GSX1400 Retro Sport

IN AN EFFORT TO SUMMON THE GIDDY, DISCO-ERA SOUL OF its venerable, Cooley-rep GS1000S of 1979 and 1980, Suzuki is slated to start cranking out a more hard-core successor to the Bandit 1200 for the home market called (in Japan, at least) the GSX1400 Intruder. Not to be confused with the kitschy Suzuki V-twin of the same name, this Intruder's go-power reportedly comes from a fuel-injected air/oil-cooled engine that shares some DNA with the higher-potency GSX1300R Hayabusa mill. Fuel injection handles intake, while sport-spec wheels, brakes, suspension and a thickish aluminum swingarm make sure things remain stable at speed. The question now is this: Will Suzuki bring it Stateside? (Suzuki has no comment at this time.) It seems to make sense, especially if one factors in the effect of Kawasaki's uprated ZRX1200R and Yamaha's new FZ1. But there's always the impact of the new bike's effect on the current Bandit models (faired and unfaired) to consider. We're betting it arrives next year, but don't shoot us if we're wrong.

Heavier Artillery

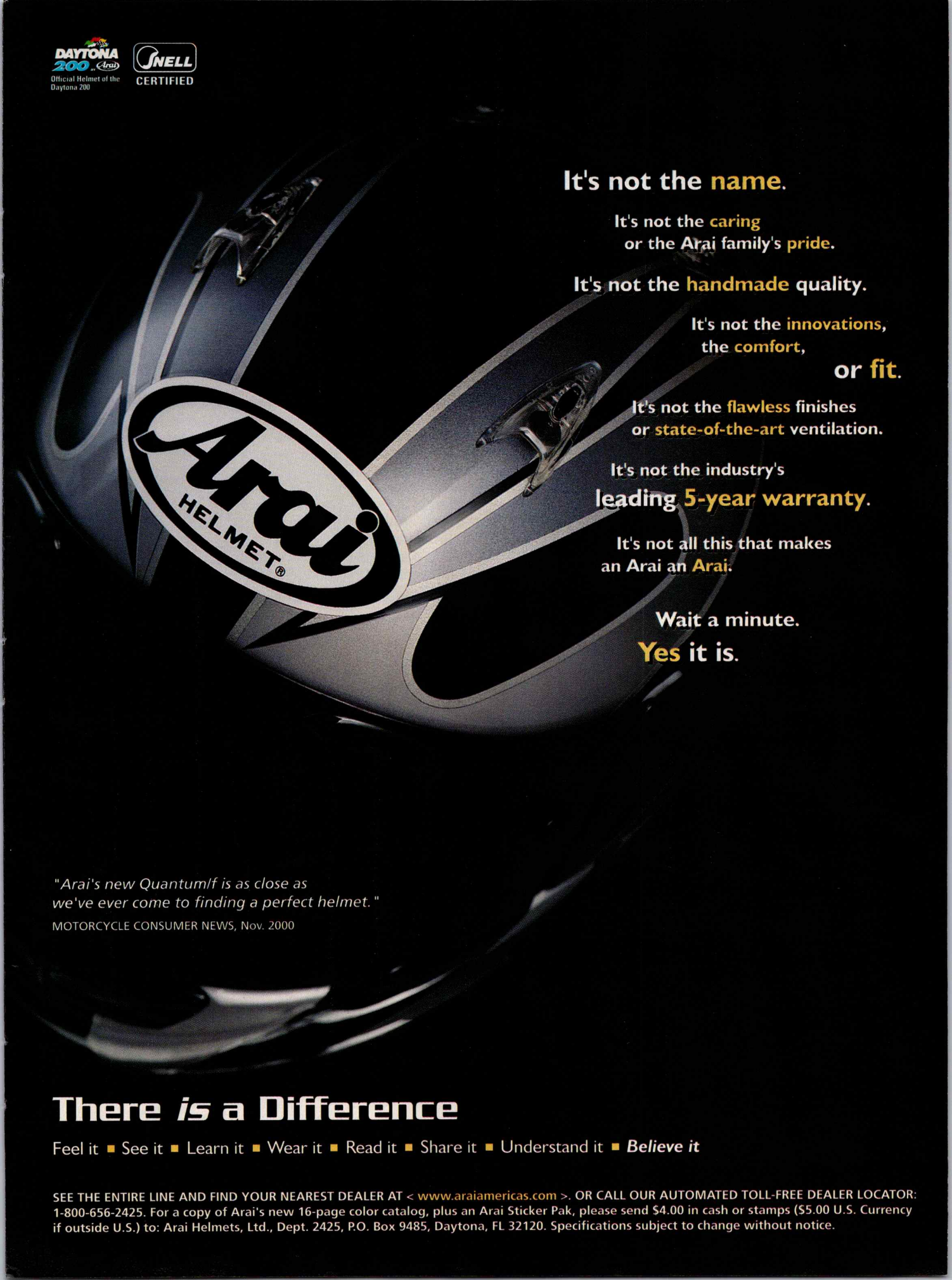
The Marines go looking for a few bigger singles

WE'RE NOT THE ONLY ONES TESTING BIKES OUT there. Marine Corps Gunnery Sgt. Kelly Cook and Sgt. Terry Greer took turns running a few maneuvers to compare their new Kawasaki KLR650-based weaponry with its 250cc subordinate.

Hayes Diversified Technology (HDT), the company that reconditions the 650 for the Marine Corps, improved the bike's ability to negotiate deep sand by reinforcing its suspension. The toughened suspension and bigger engine make the 650 about 80 pounds heavier than the 250. Cook, the only chief motorcycle instructor in the Marine Corps, said the 650's greater torque steepens the learning curve for new riders. "It's harder to teach beginners (on the 650) because of its power," said Cook, the Seattle native who has been riding dirt bikes since he was five years old. "But once they learn to ride the 650, it's a better bike because you can put it places you can't put the 250."

Deep sand is one place where bigger is better. According to Greer, the 250 was used extensively as a means of communication during Operations Desert Shield and Storm. But its lack of power and bulk caused riders to get bogged down in the desert sand. "The 650 is a beefier bike," Greer said. "It's built more for heavy off-road riding. The 250 couldn't get into that really heavy stuff."

Fred Hayes, owner of HDT, said his company began purchasing and modifying stock Kawasaki 650s for the Marine Corps' mission needs two and a half years ago. Modifications included increasing the 650's fuel capacity to 6.1 gallons and adding blackout drive lights (small peephole lights used at night), special hand guards and a cargo platform. HDT is also developing a diesel engine for the 650, which Greer said will not only give the bike a bit more power, it will increase its mission capabilities because diesel fuel is more available in combat environments. According to its military operator's manual, the 650s are "intended primarily as a courier's vehicle for transporting messages, documents and light cargo not to exceed 50 pounds," and will be driven an estimated 5000–7000 miles per year.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Johnny B. Good's Diner

GETAWAYS **A blast from the past**

Situated on the main street (U.S. Route 40) of Steamboat Springs, Colorado, Johnny B. Good's Diner is out of place and out of time. This diner's looks and menu can have you thinking you've been transported back to the 1950s. The breakfasts and blue-plate specials are of such large proportions and small prices they'll leave you wondering why the local city council hasn't outlawed such good food at such a reasonable cost.

Johnny B. Good's decor is classic art deco. Black and white tiles cover the floor, large wooden booths line the walls, and stainless steel stools with vinyl seats stand sentinel at the Formica counter. Behind the soda fountain bar is a "Shake Board," where patrons get their names listed if they buy a milk shake for a friend. Not only are adults hooked on the thick, hand-dipped milk shakes that are said to be "good for you," the local kids line up for them, too.

ROBERT H. MILLER

From its appearance you'd think Johnny B. Good's was a half-century old Steamboat Springs landmark, but you'd be wrong. The diner was established in 1995 by Mike and Kathy Diemer and combines a well-rounded menu with sensible pricing and a relaxing environment.

While sitting and enjoying the best coffee around, you'll see poster-sized photos of a motorcycle-mounted James Dean, Marilyn Monroe in her wind-blown white dress, and oil-company marquees rescued from old gas-station signs. In the background, tunes from the '50s and '60s play continuously. Behind the counter hang family portraits of young couples going to the prom, women going to the altar, and men going to war. The family atmosphere also carries over to the waitresses, who greet you like a long-lost cousin when you walk through the door.

Johnny B. Good's stands out as a refreshing roadhouse of the first order. When you're on the road, a place with good food at good prices and friendly waitresses always does.

—Robert H. Miller

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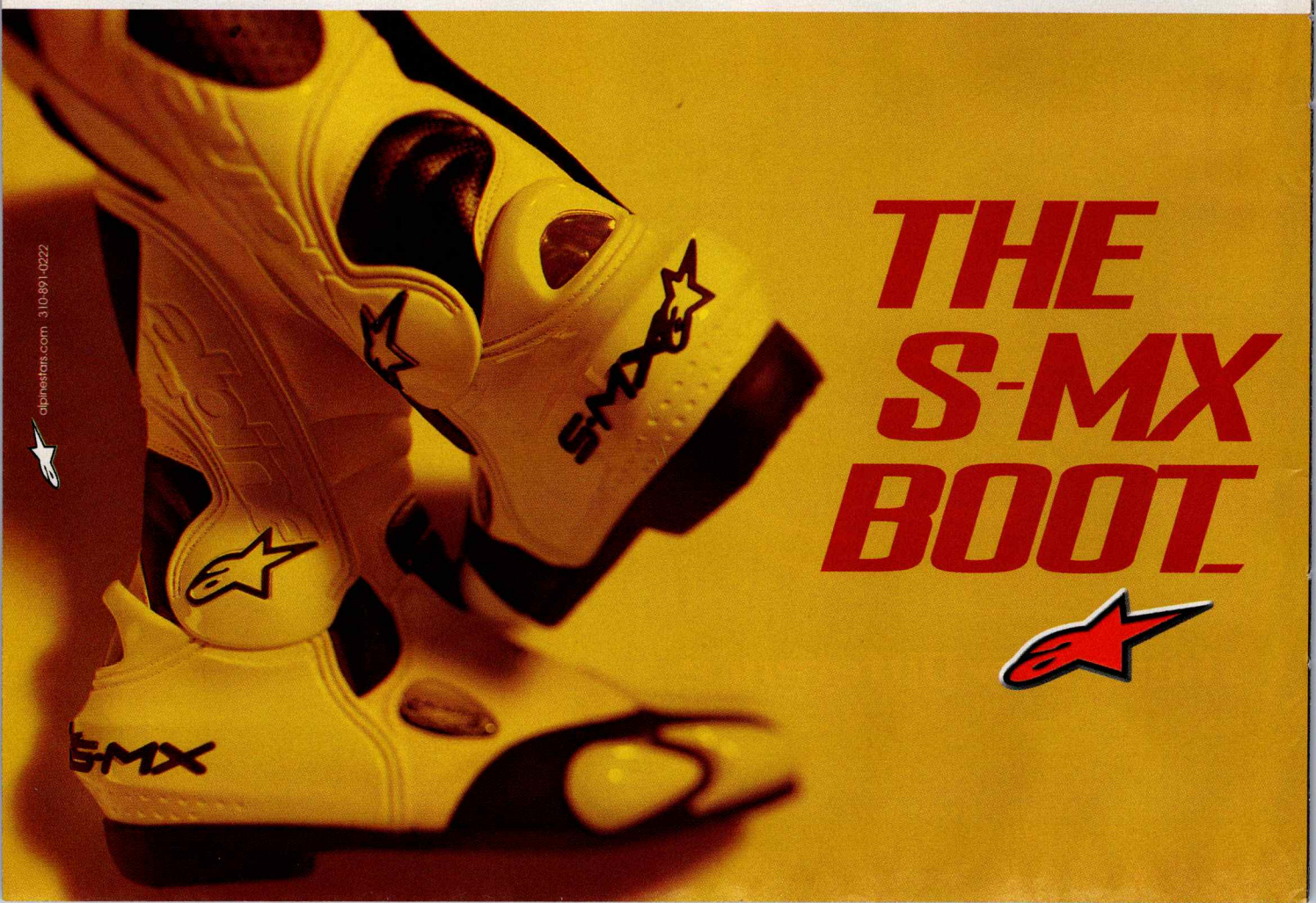

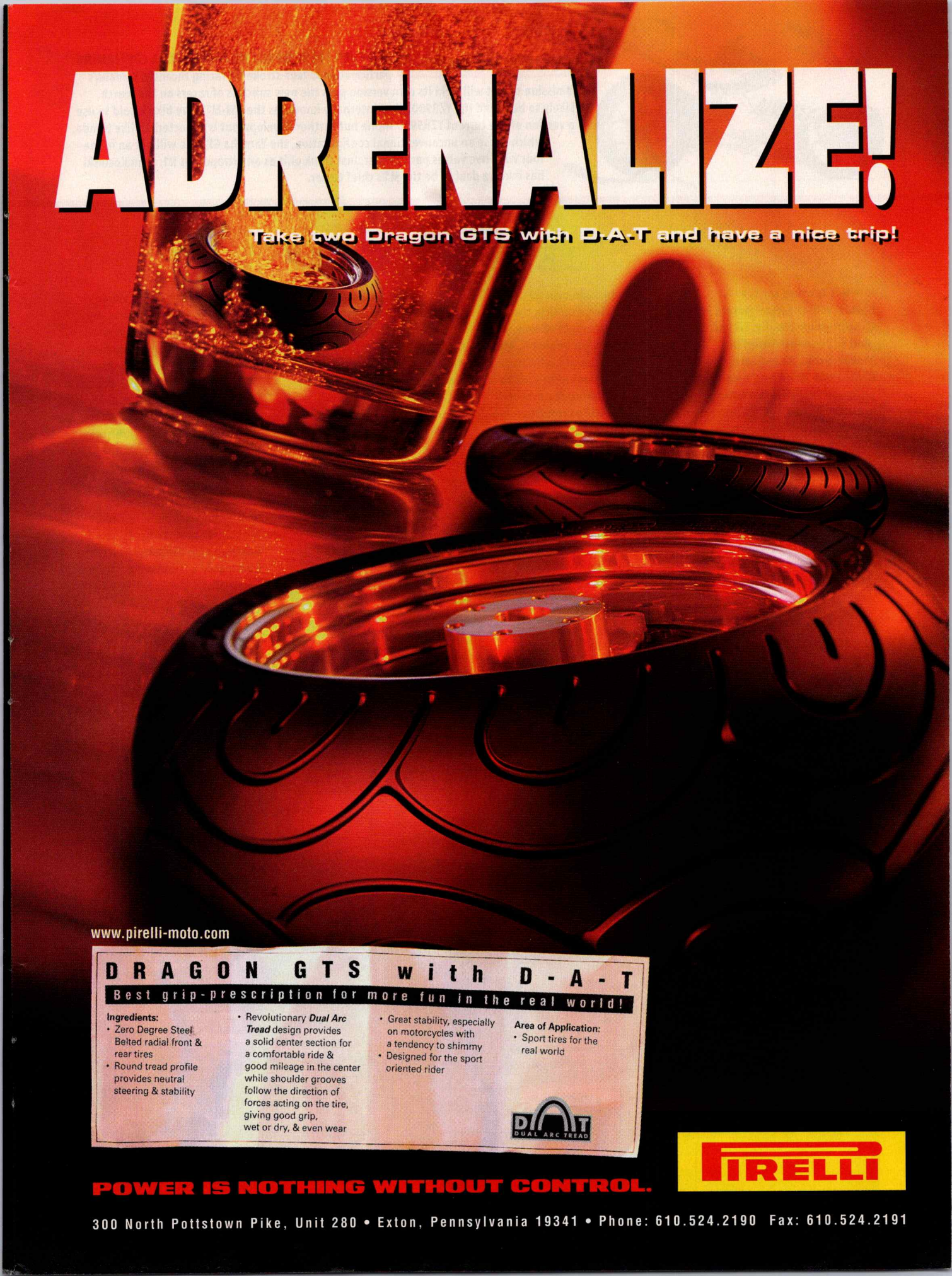
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JOHN KEOGH

THE CLOCK STROKE FOUR AND THEN THERE WERE TWO. WITH HONDA CONFIRMING participation in four-stroke GP racing recently, Yamaha's admission that it will field its own version puts the new subclass of racers on the march. Likely to be called the YZR900F (but internally known as the OW-M1), the bike is said to use a version of the current YZR500's frame but further development is expected. Unlike Honda, which chose an unconventional configuration, the Yamaha GP bike will get an inline-four with five valves per cylinder. Just think of it as an ultrapotent R1. John Kocinski has inked a deal to be the M1's chief tester.

TEAR-OFFS

■ A left-turning car is to a motorcyclist like kryptonite is to Superman: deadly. So we're glad to hear the **American Motorcyclist Association (AMA) has launched a campaign to tackle left-turning accidents** head-on (no pun intended). The campaign, dubbed "Motorcyclists Matter," seeks to increase penalties for drivers who wound or kill motorcyclists, and to increase cagers' awareness for motorcyclists on the road. The impetus for the safety campaign is based in part on recent findings that show more than half of all crashes are caused by other vehicles violating the motorcyclist's right-of-way.

The campaign begins in May, and will consist of bulletin boards that remind drivers to be on the lookout for motorcyclists, as well as intensive lobbying of state legislators to stiffen penalties for right-of-way violators. The AMA is encouraging all individuals and organizations to get involved in any way they can. If you want to pitch in, contact AMA's Sean Maher at (614) 856-1900, ext. 1265, or by e-mail at smaher@ama-cycle.org.

■ Did you know there are **more than 5.5 million motorcycles registered** in the United States? Or how about 30 percent of all motorcyclists are located in four states: California, Illinois, New York and Texas? That's right—it's true! These factoids and other cocktail-party conversation starters are available in the new *Polk Motorcycle Vehicle Population Profile*. The data are a census of all the motorcycle and ATVs registered in the United States. Go to www.polk.com for more info.

■ Honda is celebrating the 40th birthday of its wackiest miniature model—**the Monkey**—by releasing an up-to-date version of the air-cooled, single-cylinder minibike. The revised Monkey will be street legal, like its predecessor, and should be capable of speeds up to 30 mph thanks to the engine's waifish eight-horsepower output. As always, the Monkey will be able to be stuffed in the trunk of a car thanks to its diminutive size and folding handlebars. The Monkey's accouterments should otherwise be the same as its forebearer: a tubular steel frame,

continued on page 90

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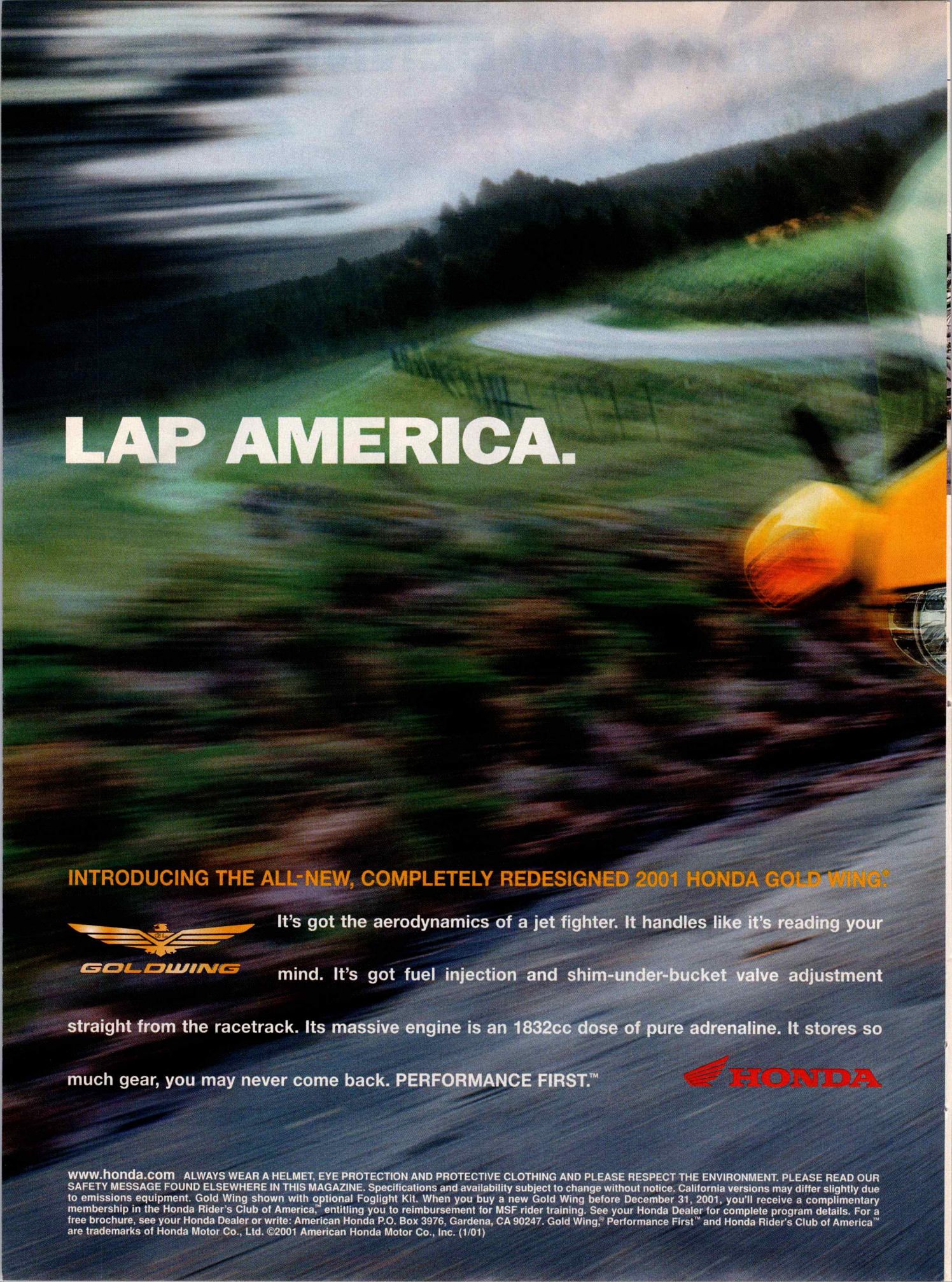
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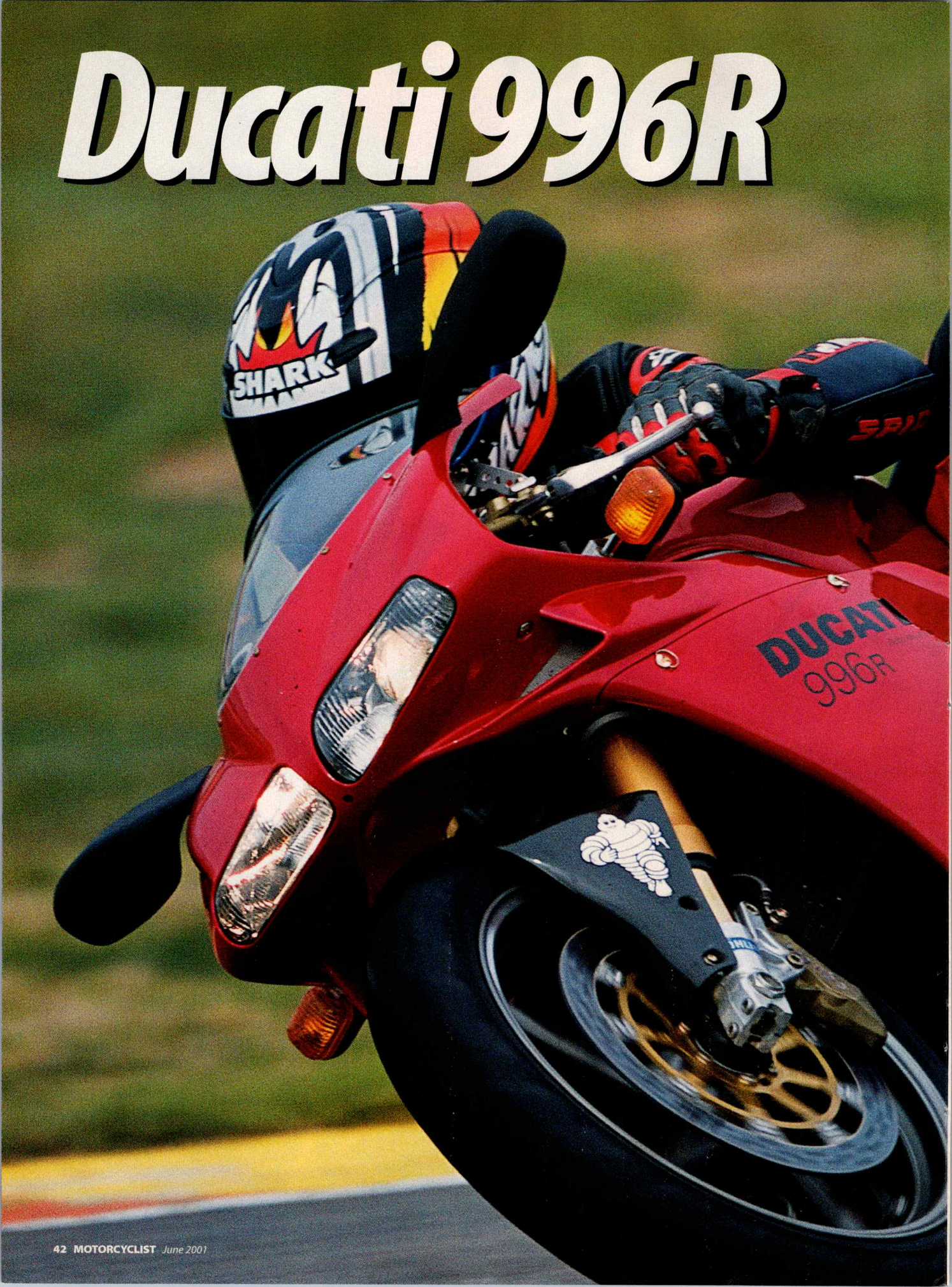
HONDA

Ducati 996R



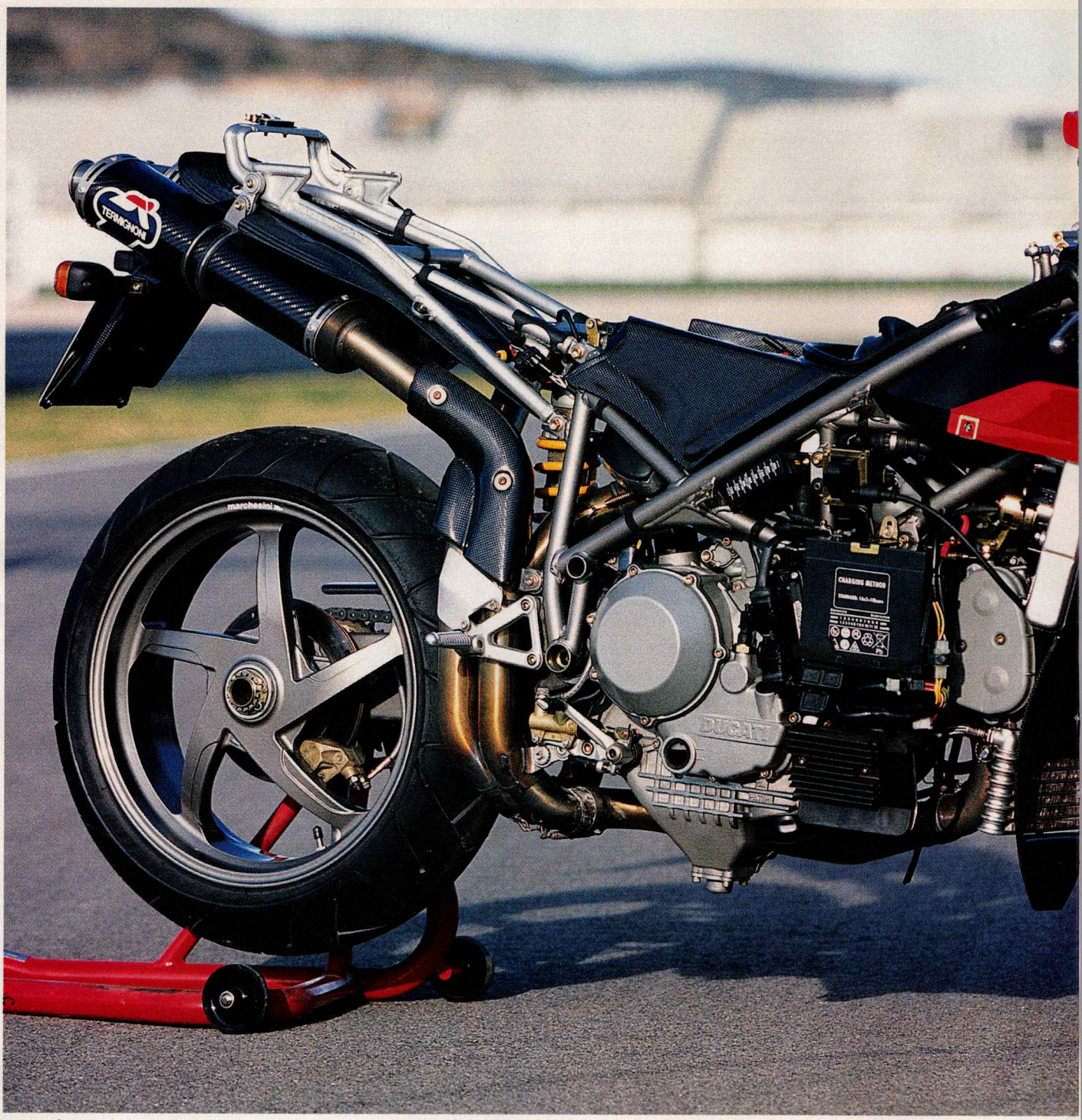
Ducati's halfway house to its next-generation superbike debuts the marvelous *Testastretta* engine

By Alan Cathcart. Photos By Kel Edge

TROY CORSER'S DOUBLE-DIP FOR APRILIA IN THE OPENING ROUND OF THE 2001 WORLD Superbike series confirms what Ducati enthusiasts the world over already know: Nothing lasts forever. (Although, thanks to Troy Bayliss and Ben Bostrom, Ducati's hardly at the back of the pack.) After turning the accepted truth of WSC racing on its head and proving that twins can indeed beat fours (with a little help from the rulebook), Ducati has already begun to look to the future.

FIRST RIDE

With the debut of the short-stroke *Testastretta desmoquattro* engine—developed to replace the 888/916/996 hierarchy that has won eight WSC titles in the past 13 years, and arriving in accordance with the established 15-year design cycle of the desmo-engine family—Ducati has given us a glimpse of its future. Tomorrow's world-championship-winning Superbike and the basis for the 996 replacement (rumored to be launched in late 2002 in Munich) will be wrapped around the *Testastretta* engine, now being fitted to the limited-edition 996R you see here.

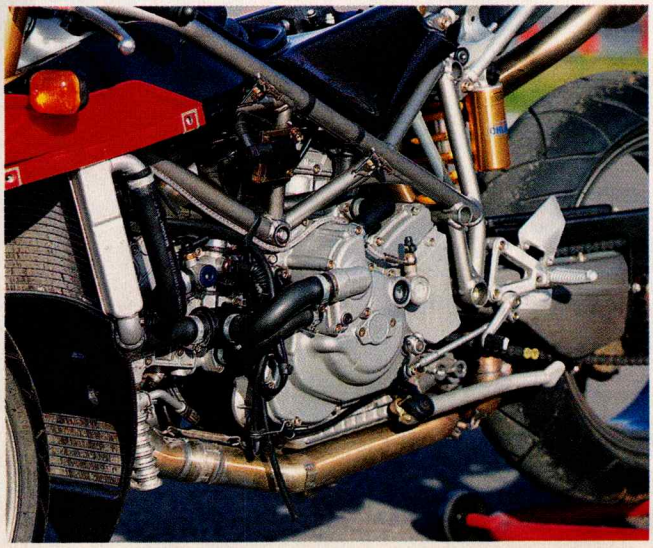


Launched at Intermot last September, all 350 customer versions sold out within six hours via the Internet at the asking price of approximately $24,000. Another 150 examples in the 500-bike 2001 production run held back by the Italian factory for competition, development and promotional use should make promising Superstock/Supersport contenders.

...all 350 customer versions sold out within six hours at the asking price of approximately $24,000.

So while conceived initially as a homologation special targeted at regaining the World Superbike supremacy wrested from Ducati last season by Honda's "not-a-Ducati" RC51, the so-called *Testastretta* (literally, "narrow head," in tribute to the new motor's more compact build and modern cylinder head design) in fact represents the third generation of Ducati's 90-degree V-twin desmo dynasty. This began with Fabio Taglioni's bevel-drive sohc *desmodue* 750cc version back in 1971, which after growing to 900cc and then, for a short while, a full 1000cc, was in turn supplanted by Massimo Bordi's equally innovative dohc *desmoquattro* format. The dohc engine first appeared in 750cc form in '86, progressively increasing in capacity through 851cc, 888cc, 916cc and 955cc to its present 996cc con-

Beauty stripped bare. The current 996 chassis (left) coddles a revamped but still traditional engine with a renewed emphasis on centralizing mass and moving the bike's weight distribution forward. Overall, the *Testastretta* is 15 pounds lighter and more powerful by 13 horses, for a total of 135 at the crank. A large airbox (above) houses a pair of single-injector throttle bodies. Although the bottom end looks familiar (below), there are changes aplenty inside: a revised oiling system with an integral (not bolted-on) sump that's said to keep the pump from drawing air during hard cornering and, natch, wheelies.



figuration. While the first 350 examples of the 996R will be reserved for those quick enough on the draw with their computer mouse to sign up for a place in the queue for delivery in 2001, there's little doubt that, from the next model year on, the *Testastretta* engine will form the basis of Ducati's future volume-production sportbike range.

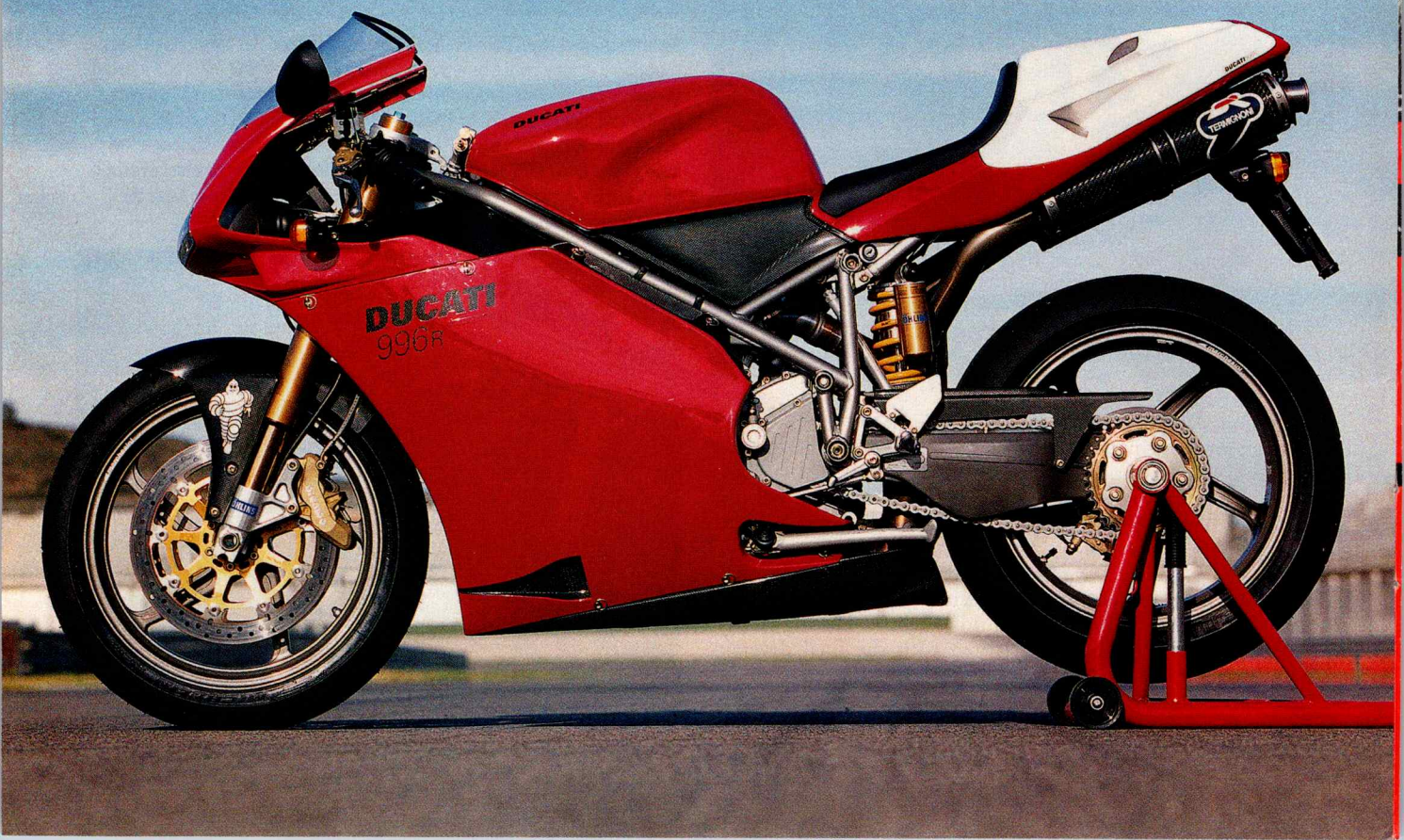
I rode one of the first pilot-production 996Rs at a limited-invitation press test at Spain's Valencia circuit, just a couple of days before the bike's competition debut. Having tested Bayliss's works 996 superbike (fitted with the final development of the old-style SPS-derived motor) at the same circuit just three months prior, I had a solid reference point from which to assess the potential of the *Testastretta* version—of which there is plenty.

I'd expected the short-stroke *Testastretta* engine to be peakier than the older SPS street version, and while it's true the new powerplant is less muscular down low there's still plenty of torque on hand, particularly by street-legal sportbike standards. Claimed peak output (at the crank) in homologated guise is 135 horsepower at 10,200 rpm, 13 horses more at 200 fewer rpm than the 996SPS. In fact, the bikes I rode at the press launch were equipped with the optional power-up kit, delivering an extra six horsepower and comprising a pair of great-sounding "track use only" Termignoni carbon silencers. They also had remapping of the Marelli ECU to suit. The broad spread of top-end power and the progressive (but speedy) way the revs build are a testament to the success of the Ducati engineers' work in effectively revamping their traditional engine format. The 996R (which is something of a misnomer, because the short-stroke engine really measures 998cc) actually pulls cleanly from lower down than the SPS. Then it builds fast and relentlessly, but still controllably, to the 10,200-rpm power peak. One hundred thirty-five crankshaft horsepower is as much as Doug Polen had to win two World Superbike titles for Ducati less than a decade ago, but it's only entry-level power in today's liter-bike market.

Short-shifting into third gear at around 7000 rpm as you flick the 996R from right to left to exit Valencia's slightly uphill chicane underlines how excellent the spread of power and how flat the *Testastretta*'s torque curve is. Taking time to note how much smoother and crisper the gear-change is than on most previous Ducatis I've ridden—presumably thanks to lighter, more progressive clutch action—I can't help but be impressed by the strong, clean pull from low revs up to the fierce-action 10,800 rpm rev-limiter. Hitting this causes the Marelli engine-management system to make the engine stutter hard rather than flutter slightly, as it does on the SPS. This is a bit strange given the increased revs permitted by the *Testastretta*'s shorter engine stroke, which presumably will entail 13-grand engine speeds in eventual Superbike trim.

The impressive suspension package means that the 996R remains stable under heavy braking....

However, you can forgive the 996R for its abrupt rev limiter by the way the Marelli engine mapping allows it to pick up so cleanly in midturn roll-on, playing that oh-so-precise throttle back and forth to maximize drive anywhere above 4000 rpm. In fact, you need to resist the urge to change down a gear for many of the turns, because the one major criticism I have of the 996R engine package in track use is that it doesn't have a slipper clutch—a fact I discovered the hard way when, much to my surprise, I changed down early for the second-gear Turn 2, in order to max out engine braking via the desmo valve gear, as any good Ducatista will—and found the rear wheel hopping up and down under reverse torque in a passable imitation of my Supermono racer, which is similarly not so endowed. Hmmm....



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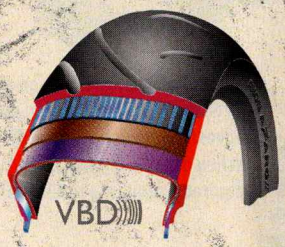

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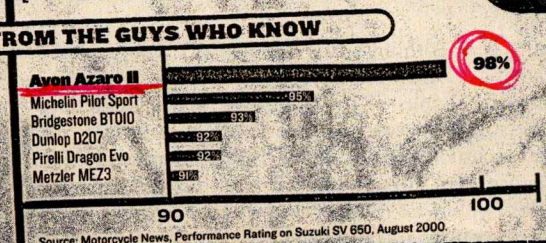

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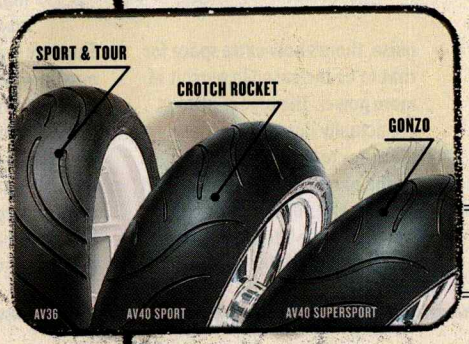

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120/60ZR17	150/70ZR17
120/70ZR17	160/60ZR17A
110/80ZR18	160/60ZR17B
	160/60ZR18
	160/70ZR17
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	170/60ZR17B
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Testa Tech

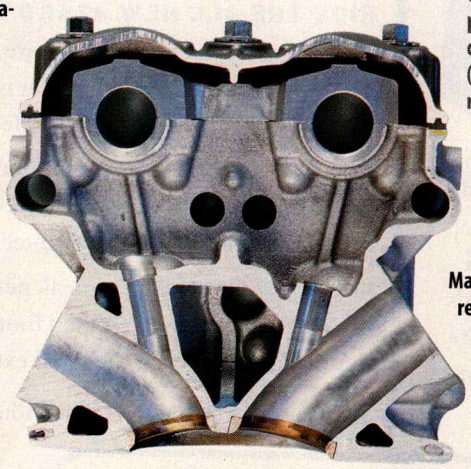
Inside Ducati's hottest *desmoquattro*

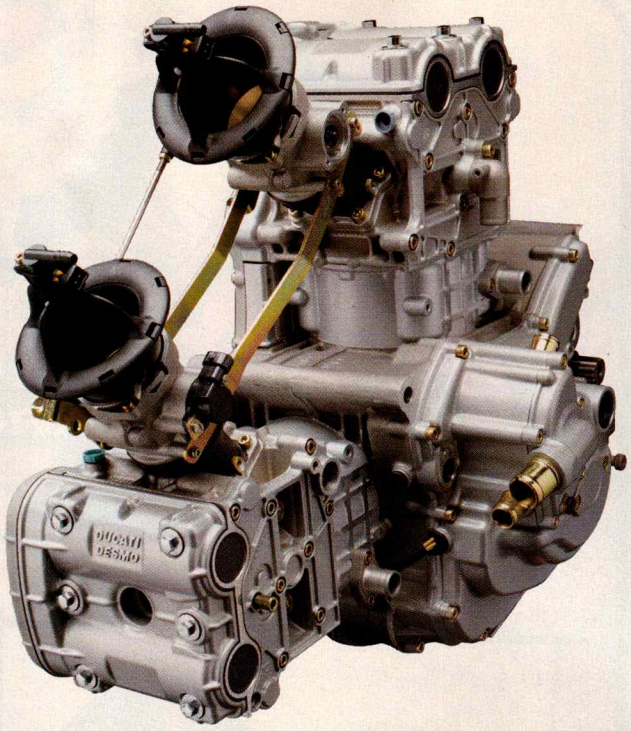
DUCATI'S FORMER CHIEF ENGINEER, Massimo Bordi, was at pains to stress that the *Testastretta* is a case of evolution over revolution. Says Bordi, "While it's in every way a completely new engine which shares scarcely a single part with any of its predecessors, the *Testastretta* has its roots firmly set in our established *desmoquattro* heritage. Same thing with a nondesmo, valve-spring engine," continues Bordi. "Every time Porsche tries to change its Boxer engine layout, nobody buys it...well, it's the same for Ducati—and that's why we opted for evolution, not revolution, in developing the *Testastretta*."

That explains why various alternative formats for the new-generation Ducati superbike engine were all discarded—such as any nondesmo variations, narrower-angle vees and revised layouts for a 90-degree format with the cylinders rotated backward on the crankcase in order to reduce the overall length of the engine as on the Honda RC51. Ditto for gear-driven cams or even pneumatically (and especially electromagnetically) operated valve gear that many see as the future of high-performance, four-stroke motorcycles.

So the major change for the *Testastretta* engine is to the cylinder heads, the design of which (in a departure from established Ducati tradition) was subcontracted to an outside consultant: retired Ferrari design engineer Angiolino Marchetti, who died soon after completing his work. Marchetti's experience in helping design the abortive V-12 Formula 1 desmo engine that Ferrari built but never raced in the late 1980s surely played a key role in the design of the *Testastretta* head.

The Marchetti-designed heads have a freer-breathing 25-degree valve angle (it was 40 degrees before) and service 2mm-bigger cylinder bores; the measurements are 100.0mm bore and 63.5mm stroke compared with 98.0 x 66.0mm from the 996SPS. Flatter combustion chambers permit the use of oversized valves (inlets are now 40mm, up from 36mm, and exhausts are 33mm, instead of 30mm), and though compression is unchanged at 11.5:1 in street guise, there's now extra space for that to be increased in pursuit of more power. The bigger pistons are actually lighter than their narrower predecessors.





With a shallower combustion chamber and straighter, freer-breathing ports, the *Testastretta* would appear to have horsepower potential in droves. The smaller cambox (left) displays new cam plain bearings (in lieu of roller elements) and makes the engine more compact but required a complete rethink of its *desmoquattro* dynamics.

The narrower valve angles and bigger valves of the *Testastretta* wouldn't have been feasible (while still retaining *desmodromics*) without a new approach to the geometry of the valve operating system. This meant Marchetti had to completely revamp Bordi's previous design, which featured the opening, finger-type rockers positioned directly above the closing, forked rockers inboard of the camshafts. The new layout positions the opening cam followers outward to the front and rear edges of each cambox; all rockers and followers are substantially smaller and lighter than before. Car-type valve covers open to reveal camshafts belt driven as before but now rotating directly in plain metal bearings instead of the previous (heavy, bulky) roller bearings.

The *Testastretta* features a single, centrally positioned, external spray injector per cylinder for its Marelli EFI, upstream of (4mm-larger) 54mm throttle bodies with elliptical chokes. They are controlled by an ultracompact, new-generation Marelli ECU. Marchetti's straighter, steeper downdraft porting sees the mixture get a much cleaner hit at the valves, improving both power and efficiency.

In the end, Bordi, Marchetti and Ducati have created the company's next-generation engine with one eye on the race team and the other on tradition, relying on a philosophy that's served the company so well for so long. —*A.C.*

Ducati says its customers don't like the slipper clutch in street use because there isn't as much engine braking with it as without, so that device is not on the 996R. Without buying the optional slipper clutch package that Ducati says is available via the Ducati Performance division (every serious track-riding owner should unquestionably buy one), the interim solution is to hold a gear higher and play on that meaty, potent pickup. Still, you should be ready for a slightly snatchier response from a closed throttle in the middle of the turn when staying in the taller gear. Although this response isn't as aggressive as on, say, a Yamaha YZF-R7, it is jerkier than old-style 996 models, presumably thanks to the adoption of the single-injector format. The single injector may work better at higher revs but, as any EFI technician will confirm, the problem is that you get minute quantities of mixture gathering on top of the closed throttle butterfly, which are dumped into the inlet port as soon as you open the throttle again. Running one or more lower injectors beneath the butterfly working alone at part throttle, with the external

continued on page 100

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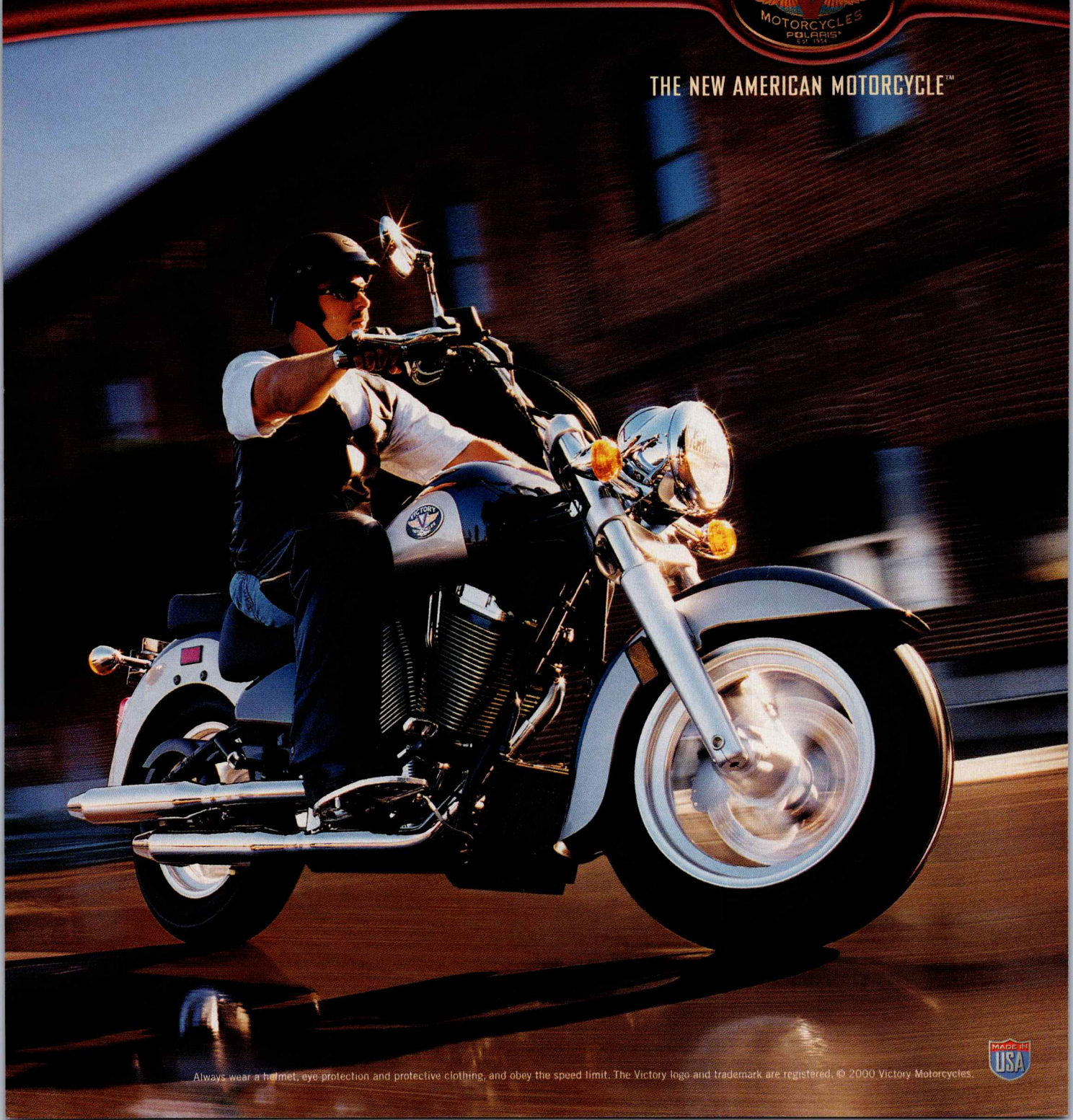

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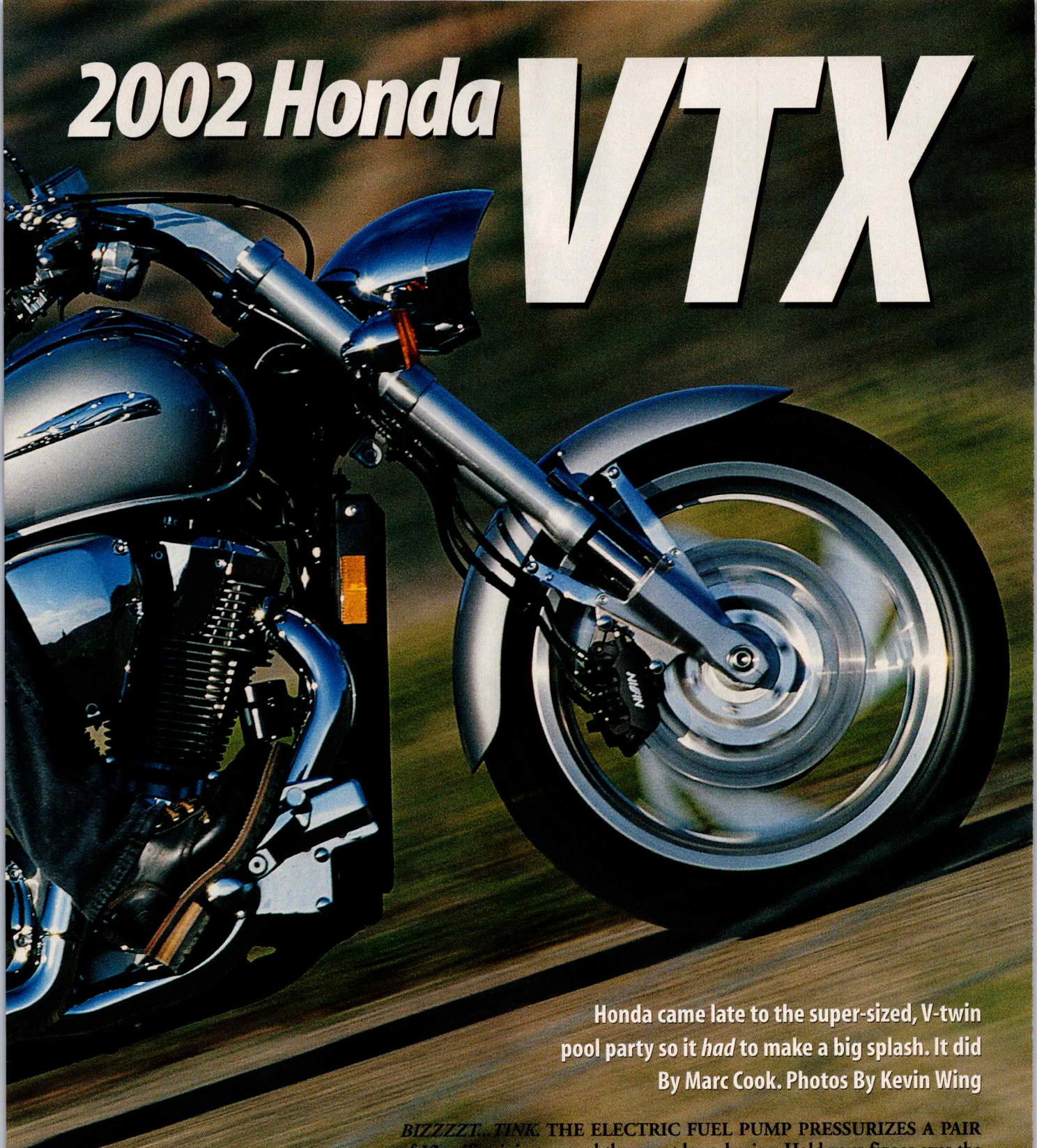
2002 Honda VTX



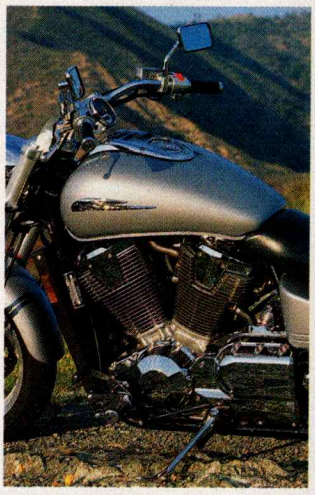
Honda came late to the super-sized, V-twin pool party so it *had* to make a big splash. It did

By Marc Cook. Photos By Kevin Wing

BIZZZZT...TINK. THE ELECTRIC FUEL PUMP PRESSURIZES A PAIR of 12-orifice injectors and the countdown begins. Hold your finger over the starter button and think of what you're about to do. *Chunk...whir, whir, whir.* The motor valiantly struggles against a pair of 101mm pistons meandering through 112mm of stroke. (God bless Honda for letting you bring the beast to life without retracting the sidestand, grabbing the clutch or recalling specific properties of liquid hydrogen to some square head with a polyester tie.) And then, like there was nothing to it, like watching a rocket scrabble skyward from across the bay—*blub, blub, blub.* There you find the largest production V-twin motorcycle ever made, idling away in your driveway.

ROAD TEST

Just like that, two massive cylinders light off in happy syncopation, a 41-pound flywheel helping to steady the beat and a chip-head computer keeping time. No duet on the choke or a practiced hand on the throttle. Seamless, contained...and almost a bit anticlimactic. So much for the 2002 Honda VTX being a hyperpowerful, ill-mannered brute.



Design cues from Honda's Zodia showbike adorn the VTX's chunky V-twin mill. Forward-set foot controls are all part of the street-rod thing.

Jump aboard and the bulky-yet-suave impressions continue. The tank is broad and long, and capped with a chrome-plated idiot-light set and an "aircraft-style" fuel filler. The reach to the wide, reasonably flat handlebar is not excessive thanks in part to the beefy, arched risers underneath which hang the single instrument of reference: a tiny, black-faced speedo. The seat is low, but hefting the bike off the sidestand recalls the 756-pound figure you saw on the spec sheet. Atlas-class. Yet the bike balances perfectly, squatting on its broad radials and feeling at once massive and secure.

Plonk it into gear. Hey, where's that agricultural clunk as the Honda's made for a motorcycle by all of 1mm—to toss the bike ahead with great staccato lunges.

And yet there you are at the end of your driveway, pulse rate unaffected and ego intact. The clutch engages over a broad stroke of the lever, with unexpectedly low effort. Turn down your street and head for the boulevard. (Oh, you live in Wisconsin? Don't drop it in the mud at the end of the drive, avoid the cows and wave hello to Mrs. Wilson's miscreants in the front yard over on Ash Street.) Run it up a bit in first and you'll see how effectively Honda's newly educated PGM-FI system meters torque at small throttle openings. A vacuum (or manifold-pressure) sensor watches for minute changes in throttle position and fills in for the dozing throttle-position sensor (TPS). It's effective for the first 10 percent of throttle movement, after which the TPS takes over. This system is far more precise than the normal open-loop sys-

Yet the bike balances perfectly, squatting on its broad radials and feeling at once massive and secure.

dogs slide home? Look down and recall now that it says Honda on the tank...there'll be no teeth-gnashing today. Ease in the throttle and let out a little clutch—careful, now, there's almost 70 foot-pounds waiting down there at 1750 rpm. And by the torque peak at 3000 rpm, the rear wheel is dealing with more than 100 foot-pounds. You half expect the bike to chug and buck. You're preparing, maybe, for the forces of those huge pistons—the largest

Yessir, it'll kick up some dirt (above). Speedo (far left) often sees the needle charge around the dial in ways heretofore out of character for a big V-twin cruiser. The VTX's roll-on performance above 70 mph is both amazing and addicting. Brakes (middle) sport six-piston calipers up front and are linked imaginatively. Better yet, they provide excellent stopping power and comforting levels of feedback. Yes, you can still skid the back tire without locking the front. Short-travel shocks (left) prove acceptable on smooth roads but can hammer your bum on the rough stuff—the downside of style.

tem Honda uses that's dependent upon the throttle- and crank-position sensors for most of the information.

By now you've noticed that the exhaust note is a pitiful *pfft, pfft, pfft* from the enormous right-side muffler (you know the impetuous Kenny Boyko will have something to say about that before the bike's ready for its first service), and there's more mechanical presence than is expected from a Honda. Indeed, the engineering types admit that the exhaust had to be tightened more than they wanted to overcome the cacophony of combustion and the telltale whine of drive and counterbalanced gears. There is a surprise waiting on the other side of 2800 rpm, though, in the form of the opening of the second side of dual airbox tracts. All at once the VTX erupts in a raucous intake moan, like a Quadrajet trying to suck the hood down on an Olds 455, though the rate of acceleration hardly changes.

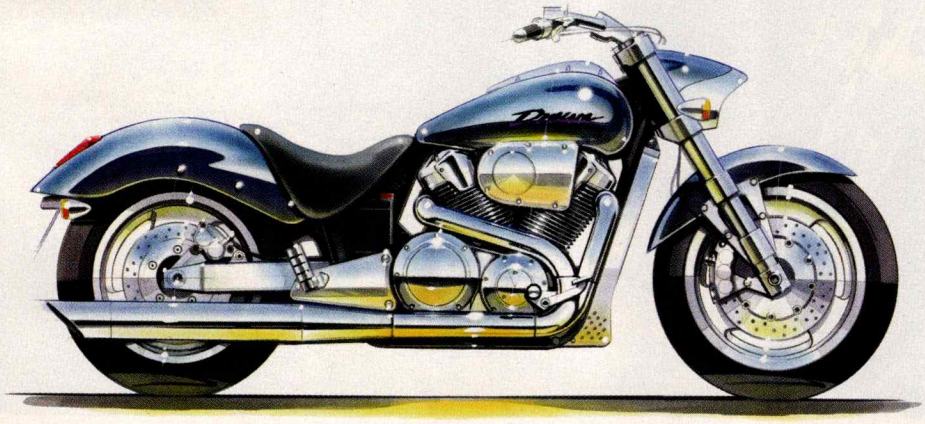
As you dodge wayward SUVs on the way to the highway, you'll come to appreciate the VTX's low seat height and perfectly neutral steering. Many cruisers of this size (say, 67.5 inches between the axles) with extremely conservative steering geometry (32 degrees of rake, 5.8 inches of trail) handle, well...strangely. And consider that these chassis dimensions are close to or even more outlandish than anything else in cruiserdom. Outside of Honda's lineup (which for this discussion includes the Valkyrie, big-inch Shadows and Shadow VLX), only a few bikes have more rake and trail—and that takes Harley into account.

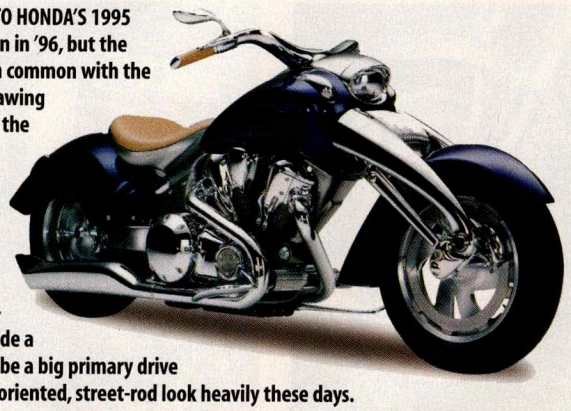
But Honda's found some magic, maybe in the use of reasonably sized Dunlop radials (18-inch front, 16-inch rear) with big contact patches and modern-looking tread. (Goes with that street-rod look, doncha know.) Regardless, the VTX responds with some alacrity to your shoving at the grips and offers completely neutral and predictable feedback. There's little of that aggressive self-centering so common on bikes with big trail numbers, which means riders accustomed to standard-style—or even sporty—bikes will not immediately assume the front tire is underinflated. Expectations of freighterlike stability are realized, and even though the steering requires just modest effort you're secure in the knowledge that nothing will happen too quickly on a bike this long and low.

Oh, you *can* stop rapidly enough. Honda's fitted a revised version of its Linked Braking System (alas, it has no formal name or catchy acronym on the VTX) that uses a pair of six-piston calipers up front and a single two-piston affair gripping a chunky 316mm disc at the rear. Unlike Honda's other linked systems, the VTX's does not combine front and rear braking with application of the hand lever. Instead, your right hand modulates eight of the 12 total pistons on the front wheel, wholly unadulterated by pressure valves and other such mumbo-jumbo. The foot pedal operates the other four pistons up front and everything out back through a proportioning valve. The pedal provides superb feedback and the system is rigged to feel more or less like a conventional rear brake. In fact, you can lock the back tire without coming close to chirping the front unless you're also honking on the hand lever. So the VTX, with the application of lever and pedal, merely squats a bit and slows, sans drama. We'd like a bit more initial bite from the front discs, but, generally, the VTX's setup is just fine with us. (Worth noting: The Honda's brakes are also vastly better than what most big cruisers get. Hooray to Honda for raising the bar.)

Finally you've made it to the edge of the city and can open 'er up a bit. You might think that such an outsized, long-stroke engine would be all

Brute By Design





IT'S A LONG-DISTANCE CALL FROM THE VTX TO HONDA'S 1995 Zodia showbike (right). Development began in '96, but the VTX has kept a styling touchstone or two in common with the crowd-pleaser one-off. An early concept drawing (above) tracks the progression. Notice that the wacko trailing-link fork from the Zodia is gone—replaced by only the second inverted fork fitted to a Honda cruiser—but the swoop of the hooded headlight and the character line in the rear fender remain. Honda also retained the Zodia's massive clutch housing, which helps to bolster the visual heft of the engine and provide a not-so-subtle suggestion that there might be a big primary drive in there. Honda's mining the performance-oriented, street-rod look heavily these days.

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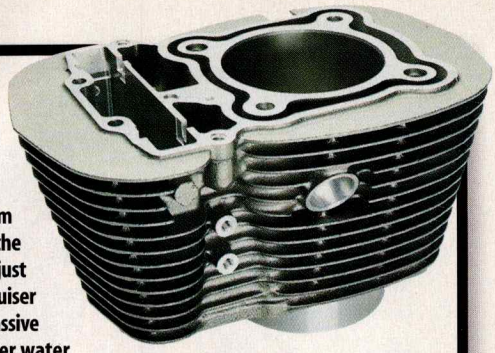
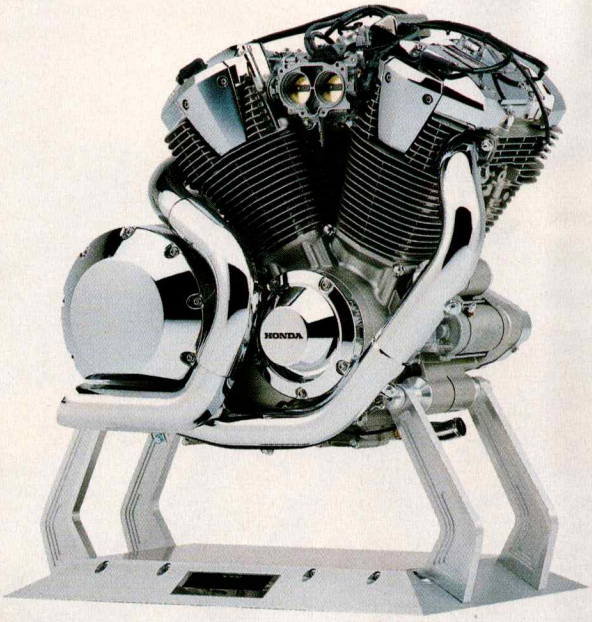
VTX Tech

WHO SAYS CRUISERS CAN'T BE PRETTY AND SIMPLE ON THE OUTSIDE, while being sophisticated and decidedly high tech on the inside? Apparently not Honda, whose engineers have thrown a textbook full of tricks at the VTX in order to make it both powerful and civilized. The liquid-cooled, three-valve-per-cylinder engine uses many trademark Honda technologies and a few new ones to boot. Have a look.



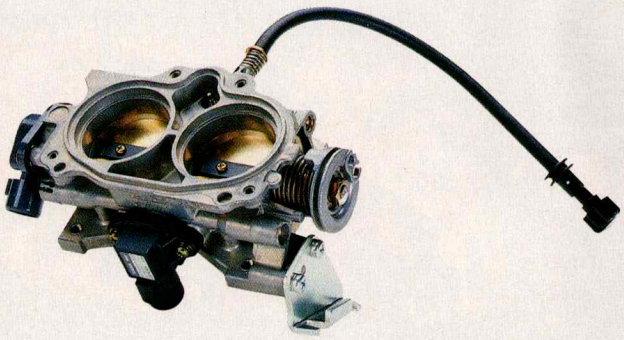
Yep, a meaty bore you got there, Mr. VTX. The single overhead cams are driven by chains running from the crank end—like the original Shadow and just about every metric cruiser out there—while massive fins surround a proper water jacket. Look closely and you'll see there's meat on the liners that could be sacrificed for an even larger bore—just in case one of the other manufacturers ups the displacement ante. (Speculating, here: A 5mm bore boost would put the engine right at 120 cubic inches.) Honda admits that greater displacements were tried in development, but the VTX's final 1795cc was the best compromise of balance/vibration and power.



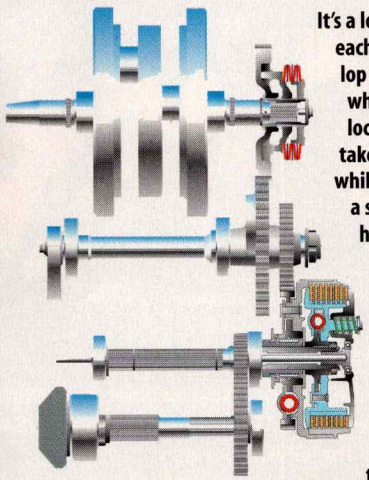
Although the VTX engine shares 52-degree cylinder spread and three-valve combustion chambers with the smaller Shadows, it's really an all-new design. The massive right-side case houses a big clutch, sure, but a lot of the real estate behind the chrome is given to an internal dry-sump lubrication system. In order to keep engine height in check—not easy with a 112mm (4.41-inch) stroke—and, therefore, the seat close to the ground, Honda moved the crank as low as possible in the cases, which meant there wasn't room for a conventional sump full of oil.

Cast VTX piston is 101mm across, thus ousting the XR650 as Honda's biggest-bore motorcycle piston by a scant millimeter. It is amazingly light. Dual spark plugs are used to help light off combustion across this vast aluminum dome.

The VTX's crankshaft is the most massive Honda's ever plopped into a motorcycle. Bolt-on counterweights are used because Honda does not have the facilities to cast the crank as one piece. Also, we're told, a special apparatus had to be made to allow assembly-line workers to hoist the 41-pound assembly into the engine cases. Heavy, man.



Dual 42mm throttle plates reside in a single cast-aluminum body. The small black rectangle between and below the throttle plates is the MAP (vacuum) sensor that provides additional information to the PGM-FI's computer to help smooth response from closed to 10 percent throttle. The throttle-position sensor (seen at the far left side of the assembly) takes over beyond 10 percent. This intake system breathes through a two-stage airbox whose secondary passage opens above 2800 rpm.



It's a long and winding road for each of the VTX's horses to gallop from the crank to the rear wheel. A vibration damper located on the end of the crank takes out the biggest wallops while the secondary isolators—a set of springs in the clutch hub and another set on the driven side of the clutch pack—play final clean up. But wait, there's one more damper (not shown) in the final-drive shaft after the initial bevel gear. That central transverse shaft carries the counterbalancer (far left of shaft) and provides a second stage of primary reduction. There's an espresso maker in there somewhere, we think.

FOR ONCE, A SEQUEL THAT'S

Some other Suzuki riders with Oscar-caliber wins during Bike Week: Jason Pridmore in the AMA Suzuki Genuine Accessories 750 SuperSport, Grant Lopez in the F-USA Unlimited Superbike, Mike Ciccotto in the F-USA Sportbike and Rodney Smith in the GNCC Series.

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A CLASSIC HOLLYWOOD ENDING IN DAYTONA AS SUZUKI RIDERS REPEAT: MAT MLADIN IN THE DAYTONA 200 AND TRAVIS PASTRANA IN THE 125cc SUPERCROSS.

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other drugs. Study your owner's manual and always inspect your Suzuki before riding. Take a riding skills course. For the course nearest you call the Motorcycle Safety Foundation at 1-800-446-9227. The Suzuki GSX-Rs are engineered for experienced riders. Professional riders pictured in sanctioned closed-course competition.

huff-and-puff down low and keel over at high rpm. But within the context of two 900cc cylinders, the VTX's engine is a paragon of flexibility. Look at that dyno chart: strong at the bottom, as you'd guess, but also hell-for-stout in the midrange, and capable of pounding out the torque right up to the killjoy rev limiter. In fact, the VTX engine produces more than 90 foot-pounds of torque from 2100 to 5200 rpm and is still churning out nearly 80 foot-pounds when the electronics call an end to the proceedings at 5750. (They do this for a good reason; with a 4.4-inch stroke, the VTX has a higher average piston speed at the rev limiter than a CBR929RR.) Honda has taken some flack for coming late to the big-cruiser party, and with the VTX not only has it answered the call but annihilated the competition. Examples? A Harley Twin Cam 88 (in stock displacement) makes about 63 horsepower and 76 foot-pounds of torque; a Kawasaki Vulcan 1500, 55 and 74; a Yamaha Road Star, 57 and 89. Why, the VTX even pips the Valky in torque (by four foot-pounds) but loses in max horse-

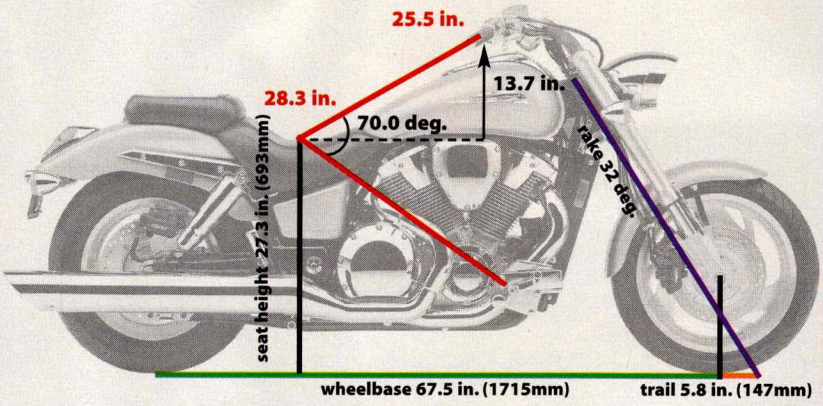
Cheers & Jeers

HONDA VTX

Engine	**10**	*Big, boomy, powerful*
Drivetrain	**9**	*Crisp, easy clutch; minimal driveline lash*
Handling	**8**	*Fine but for limited cornering clearance*
Braking	**8**	*Linked brakes just right in this application*
Ride	**6**	*Soft and harsh; a common cruiser curse*
Ergonomics	**8**	*Moderate and accommodating*
Features	**8**	*If you count cubes, it scores high*
Refinement	**9**	*Finely polished; this may be good or bad*
Value	**9**	*Priced less than Valky, what can you say?*
Fun Factor	**8**	*Entertaining beyond the boulevard*

verdict: *Honda has needed a big V-twin in a bad way for a long time, but the VTX was very definitely worth the wait. Handsome, sophisticated and, most importantly, the biggest thing around.*

Honda VTX



MSRP **$12,499**
Warranty ..... **12 months, unlimited miles**
Colors ..... **black, illusion blue, illusion red, metallic silver**

ENGINE

Type ..... **liquid-cooled 52-deg. V-twin**
Valve arrangement .. **sohc, 6v**
Bore x stroke ..... **101.0 x 112.0mm**
Displacement **1795cc**
Compression ratio ... **9.0:1**
Carburetion ..... **electronic fuel injection, 42mm throttle bodies**
Transmission **5-speed**
Final drive ..... **shaft**

details, details...

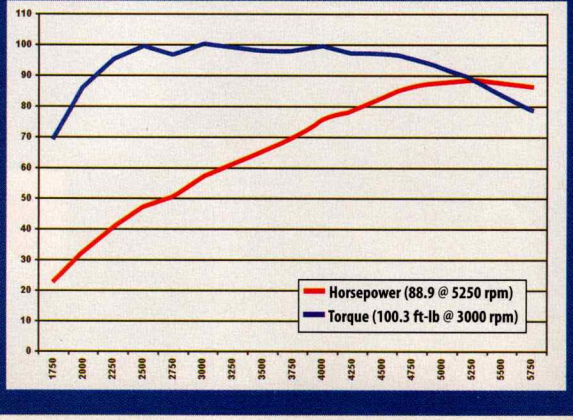
- Crisp, vibration-free mirrors
- No centerstand
- No underseat storage of any kind
- Screw-and-locknut valve adjusters need occasional attention
- A raft of accessories will be ready soon

CHASSIS

Frame ..... **double-cradle tubular steel**
Weight ..... **758 lb. (wet) 731 lb. (fuel tank empty)**
Fuel capacity ..... **4.5 gal. (17L)**
Suspension, front ... **45mm inverted cartridge fork**
Suspension, rear .... **dual shocks adjustable for spring preload**
Brake, front ..... **dual six-piston calipers, 296mm disc**
Brake, rear ..... **single two-piston caliper, 316mm disc**
Tire, front ..... **130/70ZR18 Dunlop D251F**
Tire, rear ..... **180/70ZR16 Dunlop D251**

PERFORMANCE

Corrected 1/4-mile* .. **12.20 sec. @ 105.45 mph**
0-60 mph ..... **3.86 sec.**
0-100 mph ..... **11.63 sec.**
Top-gear roll-on, 60-80 mph ..... **4.30 sec.**
Power to weight ratio** ..... **10.44 lb/hp**
Fuel mileage (low/high/average) **40/53/47**
Cruising range (exc. reserve) ..... **160 miles**



test notes

- Dynos quake at the sight of the VTX rolling up. Big pistons buy big torque and Honda has done a superb job of making the powerband as broad and flat as rational piston speeds allow. It's the big-block of V-twin cruisers.

*Performance with test-session weather conditions corrected to sea-level standard conditions (59 degrees F, 29.92 in. of mercury)

**Wet weight plus 170 lb. rider divided by measured horsepower

power (by about eight) because the flat-six revs higher.

But the numbers fail to fully illustrate the way the VTX accelerates. Savvy injection tuning means the bike is docile, soft almost, right off the bottom, but the scenery soon begins to blur and the engine sails right into the rev limiter in the lower gears. If you're comparing raw impressions, the VTX tromps every other big-bore cruiser we've ridden save, perhaps, the Valkyrie. (Even then it's an unfair comparison because the Valky's delivery and demeanor are totally different than the VTX's, quite by design.) Your jaunt up the on-ramp is accompanied by a distinctive and prominent *thud, thud, thud* of combustion pulses; Honda went to near extremes to reduce unwanted vibration and to emphasize the textural qualities of two big cylinders.

Once you've squeezed your adrenal gland a couple of times and settled down to the highway flow, Honda's work to civilize the VTX's engine will be obvious and welcome. A balance shaft runs behind the crank to help remove the rocking-couple vibration left behind by the offset-pin crank. As on the smaller Shadows, the VTX's cylinders are disposed by 52 degrees and the connecting-rod big ends are spaced 76 degrees apart to help eliminate primary imbalance. After the counterbalancer's done cleaning up, vibration that escapes the dust pan must get past four, 60mm-diameter rubber mounts before soiling the rider; very little else does.

In fact, it's this vibration dichotomy that most distinguishes the VTX. Hard on the gas, the big Honda throbs, chugs and plucks at your nerve endings in a carefully orchestrated attempt to reinforce your purchase of such a big motorcycle. At ease (highway speeds, partial throttle) the engine is silky, almost dead smooth. At an indicated 70 mph, there's but a trace of vibration in the pegs and practically nothing apparent in the grips or seat.

Settle into the surprisingly firm saddle, ideally shaped to make the most of your inseam length, hunch slightly over the bar and you're ready to reel off mile after mile at supralegal speeds. It seems the VTX prefers galloping along at 80 mph and, depending upon your strength and physique, this just might be OK with you. Your view backward is through perfectly clear mirrors. The 4.5-gallon tank serves up a 160-mile range. An overall roomy riding position places minimal strain on the body, given the preordained big-cruiser slouch.

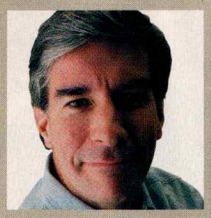
It's not all Gold Wing luxury on the road, however. Shortcomings endemic to cruisers—limited suspension travel, mid-quality components (at best)—conspire to make the VTX's ride less than stellar. Sure, the Honda is fine around town and on mostly smooth streets (your grandfather's hardtail was, too) but the short-travel suspension is tuned with a highly progressive damping schedule. Small bumps are normally smothered without fuss, but the big ones force even a bike as heavy as this to buck. Particularly at the rear, the VTX's suspension gives up the last little bit of travel quite unwillingly. Some concrete-block highways set up an annoying hobby-horsing in the VTX, which is a bit unseemly and unexpected given the bike's heft and soft spring rates.

While we're complaining we might also call attention to the less-than-welcoming passenger accommodations (again, though, not out of line among big cruisers) and some other curious details such as the odd key placement, separate fork lock and lack of a tachometer. That's it, then, the sum of our bitches—and, probably, if you're a hard-core cruiser type, these are complaints that won't even show up on your radar.

So, refreshed from your commute and without a shred of buyer's remorse, you roll into your parking space at work and look over at that puny Vulcan 1500 or that miniscule Road Star—or maybe even that old Shadow 1100—in the next stall. Poor guys; bought too soon. With the VTX you know you've got the biggest production cruiser made—and every time you ride it, you're also convinced it's the best—so your crowing rights are secure. For now.... MC

...the VTX tromps every other big-bore cruiser we've ridden....

Off the Record



smith
Age: 48
Height: 5 ft. 10 in.
Weight: 185 lb.
Inseam: 31 in.
Biggest engine owned: 318-cubic-inch Dodge

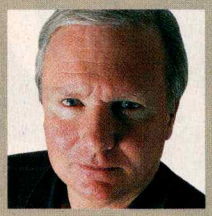
Your first ride on the VTX may be like having Ray Lewis over for dinner...and finding him polite and genuinely interested in how you got that chocolate soufflé so airy. It's a pleasant time, certainly, just not what you'd expect from the Super Bowl MVP and most vicious linebacker in captivity.

I was ready for the biggest pair of pistons between two wheels to "cruise" more the way a Tomahawk cruise missile does, with a serious sense of urgency and a good bit of malevolence. But Honda's VTX is so well behaved that you might, in some perverse way, feel let down. Yes, it's big, and it certainly is powerful. But it takes no special skill or remarkable talent to manage the thing. It's just a big ol' happy lunk of a motorcycle, and pretty much anybody can have a swell time riding it.

Is that bad? Well, of course not. Just not what I anticipated from a powerplant the size of two ZX-9R engines.

The big, loafing 1800 does pull pretty irresistibly (sounding too strangled, though), the long chassis swings through bends easily, and the ergos are great. The bike's a charmer, no question. I like the look, the short-fendered street-rod style understating the sheer bulk. And the hooded headlight that shows up so prominently in profile shots has even more impact from the saddle, thrusting out ahead of you in a manner Dr. Freud would have loved. Now, if I can just shake the image of Ray Lewis, pinky extended, sipping a nice cup of tea.

–Kevin Smith



friedman
Age: 52
Height: 5 ft. 10 in.
Weight: 210 lb.
Inseam: 32 in.
Biggest engine owned: 520-cubic-inch Continental

A successful cruiser must fulfill the twin missions of ABC and CDI. The first (Always Be Cool) requires the three Ps: Profile, Perceived Power and Presence. The VTX has a cool profile and mostly gets strong appearance scores. Although a few details, such as the ugly seam on the bottom of the tank and the in-your-face wiring for the front turn signals, dulled my enthusiasm for its looks. The big, strong engine should ensure that it makes the grade for power, and the deep, distinctive exhaust note should give it the mechanical and psychological presence that defines a dominant cruiser.

The other requirement (Chicks Dig It) is always harder for me to gauge, maybe because of my gender. But if stark lines and feral power communicate a sort of menacing presence to women, you're set.

—Art Friedman

Aprilia RST1000 Futura

Not content to rattle Ducati (with the stunning Mille) and hassle the Japanese (with the flexible Falco), Aprilia sets its sights on the sport-touring segment (watch out BMW). By Alan Cathcart. Photos By Paul Barshon

WHAT BETTER PLACE TO SAMPLE THIS FUTURISTIC-looking Italian than Sicily? New-edge styling by Aprilia house designer Pietro Arru throws a sharp, sophisticated suit of clothing over a mechanical package bristling with innovation. A day spent riding 'round in the Italian sunshine aboard a pre-production Futura, though, proves this is no *haute couture* triumph of form over function.

FIRST RIDE

You realize that as soon as you swing a leg over the comfortable seat, and discover a riding position that's been carefully tailored to its target audience. Separate bars mounted to the top of the 43mm Showa fork tubes are raised and pulled back enough to deliver a semiupright stance, in keeping with the Futura's objectives of combining comfort and convenience with sporting flair. You lean slightly more forward than on a Honda VFR, and the flip-up footrests are far enough back to remind you this is a sportbike—but low enough to be comfortable for the long haul.

The 5.5-gallon fuel tank has deep knee cutouts in its flanks, which make you aware of the Futura's svelte build. It feels substantial but slim. The passenger space aboard the broad, comfy and relatively flat seat has a built-in bum pad, which stops the rider from sliding rearward (and the companion

Arai
FUTURA

Underneath all that Stealth-Fighter plastic lies plenty of sport-spec hardware.

forward). The underseat exhaust means there are no bulky silencers to force passengers to ride around with their knees tucked under their chin. The downside is the lack of any significant underseat storage (a disc-lock, maybe), though Aprilia says its new engine-management system supplier, Sagem, is working on an electronic security system that hopefully will be introduced on the 2002 model. Aprilia really ought to have located a pocket in the fairing for loose change and the ubiquitous cell phone (which you'll be able to charge up on the go via a power point to be located in the dash on final production versions).

Thumb the electric starter and you might be disappointed at first by the muted blat that issues from the exhaust while the Sagem EFI's automatic enrichment program is operating. Once warm, the RST sounds a little sportier, but this is no rorty Latin V-twin café racer. This one's a sophisticated mile-eater aimed at the long haul. There's a smooth, refined feel to the controls worthy of any Japanese bike. Clutch action is light and has an easy takeup (both brake and clutch levers are adjustable for reach, of course). The gear-change is faultless, and the light-action throttle has a precise response which, just as on other Sagem EFI applications (such as the Triumph Sprint ST/RS), doesn't have the jerky pickup from a closed throttle that's a problem on some systems. For sure it's better compared with the Denso system on other Aprilias.

The refined throttle response and easy clutch action allow you to trickle easily through town at low rpm without your left hand cramping up, and with none of the transmission snatch and hesitation you get below 5000 rpm from the RST's Falco sister. The Futura's 998cc V-twin mill pulls cleanly from as low as 2500 rpm—even with the throttle wide open—with a smooth response that becomes more urgent once the needle on the multi-info dashboard's analog tach hits the 5000-rpm mark. That's when the Futura takes off, with top-gear roll-on performance especially strong from 6000 rpm upward. You can feel the engine peak out at just above 9000 revs. And although the soft-action rev-limiter cuts in at 10,500 rpm, it's best to ride the torque curve (which peaks at 7250 rpm) and change up around 8000 rpm so as to use the fat part of the powerband.

Do that and you'll be impressed by the Futura's acceleration, which brings up the 120-mph mark a lot sooner than you would expect. Claimed top speed is 152 mph, with what feels like a natural pace of around 130 mph. All six gear ratios are the same as on other Mille models, but one-tooth-taller-overall gearing helps deliver muscular acceleration without sacrificing the long-legged gait (enhanced by a heavier crankshaft and bigger generator). The vibration you notice through the footrests—insistent enough to become annoying after only a few miles on an *autostrada* at constant-throttle cruising speeds—is the only downside. Counterweights at the end of the bars stop the vibes from reaching your hands, but the twin counterbalancers in the 60-degree V-twin engine don't iron them out altogether. Rubber-covered footrests, instead of the bare-metal flip-up sportbike ones the RST presently boasts, might cure the problem. The jury's out.

The distinctively shaped screen is low enough not to make you feel you need to send a telegram to the front wheel to make it turn in tight, and there's enough protection at ton-up speeds for a six-footer not to feel too blown about or suffer any significant helmet bobble. There's only one screen height available, and it doesn't tilt and adjust like the one on a certain BMW-born-in-Rimini does. But it works well, as does the Futura's bodywork, as a whole. Arru's styling offers good protection while retaining the lean build of a V-twin, without making the Aprilia seem as wide as a four. The Falco-sourced, triple-reflector headlamp promises to work well. Top marks, too, for the clearly legible dashboard, which combines two analog dials for speed and rpm

continued on page 111

Aprilia RST1000 Futura

PRICE	
MSRP	**$12,999**
ENGINE	
Type	**l/c 60-degree V-twin**
Valve arrangement	**dohc, 8v**
Displacement	**998cc**
Transmission	**6-speed**
CHASSIS	
Weight	**463 lb. (claimed dry)**
Fuel capacity	**5.5 gal. (21L)**
Wheelbase	**56.5 in. (1435mm)**
Seat height	**32.3 in. (820mm)**

What a concept, a new love you won't want to dump after a year.
Imagine a bike you never want to part with. The Vulcan™ 800 Classic. Engineered for a super smooth ride in a package that's fender-to-fender reliable. Built around a liquid cooled, V-twin engine and 5-speed transmission. It's surefooted with a low seat height for easy handling. Made for you in a way other, smaller V-twin cruisers can only dream of matching. Years down the road, you'll still be counting the minutes you spend apart.
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Ducati 750 Sport

Downsized desire in flat black

By Tim Carrithers. Photos By Kevin Wing

THE THEORY SOUNDS LOGICAL. START WITH YOUR basic Italian streetbike named desire. Shave off a few pricey embellishments to put the asking price within reach of a proletarian checkbook, and presto! For $7895, the common person reaches up from the monotony of common motorcycling to Ducati's 750 Sport—the first rung of Ing. Fabio Taglioni's Ladder to *Desmodromic* Nirvana. That's the idea anyway.

ROAD TEST

Relative to the 2001 half-fairinged 750 Super Sport ($8895) or 900SS ($10,795), the Sport is defined mostly by what you don't get. Up front, there's just one 320mm rotor/Brembo four-pot caliper combination instead of two. The 750 gearbox holds five cogs compared with the 900's six; but the 750 SS also has just five. Its

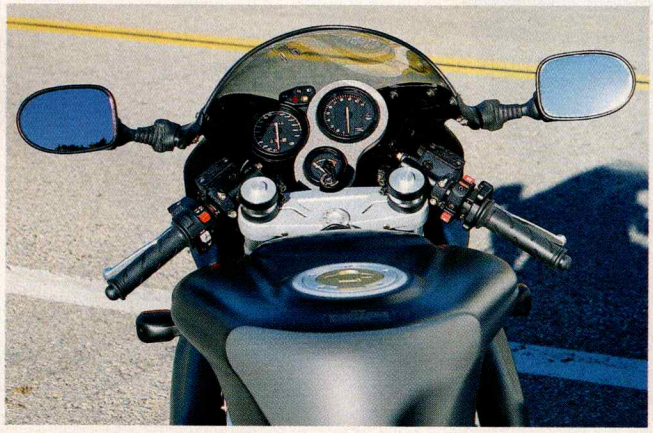
JACKET: DAINESE PANTS: VANSON HELMET: SHOEI BOOTS: SIDI GLOVES: FIRSTGEAR

hydraulically actuated brake and clutch lose the trick remote fluid reservoirs and adjustable levers. All 750s are saddled with a 43mm inverted fork bereft of external adjustments, though the new Sachs shock offers adjustable compression and rebound damping along with an easily accessible threaded spring-preload collar. Paint is any color you want, as long as it's flat black. Looking at the bike or riding it, all concessions to practicality are painfully obvious.

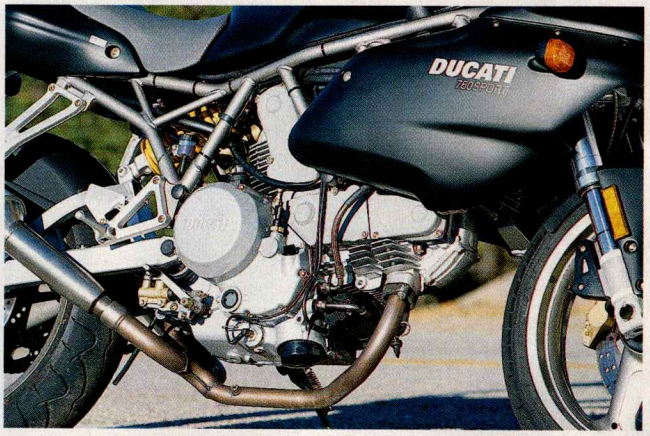
The immortal foundation, however, remains. A triangulated steel pipe-rack frame (born on the celebrated early '80s red-and-yellow TT2 Squadra Corse works racers) houses the venerable air-cooled, 748cc *desmodue* powerplant. More tradition lives within. One cam and two valves control entry and egress of combustibles from the 88.0 x 61.5mm cylinders; the same bore and stroke dimensions of Pantah-class 750 Ducatis from the beginning. First, the underwhelming '85 F1, which beget the (thankfully) wilder '85 Montjuich, the milder '87 Laguna Seca and, finally, the '88 Santa Monica—which was upstaged by the first *desmoquattro* 851. Because Ducati only coined 200 of those Pantah-powered 750 specials, they're quite the sought-after pieces today. Dismiss such minutiae and be banished a heretic halfway through the first cappuccino with any pur sang Ducatisti.

Flirting with 50 mpg on the freeway, a tank of unleaded lasts about 190 miles. You, however, may not.

Less familiar but exceedingly welcome is the open-loop Marelli fuel-injection system that debuted on the reskinned '98 900SS. It's light years ahead of archaic air/fuel mixers, such as the Weber auto carburetor afflicting the original '90-spec 750 Sport. Saddle up and cockpit accommodations are suitably Spartan: compact and narrow enough between the knees to make a new GSX-R750 feel chubby. In the driveway, Ducati's published 403-pound dry weight figure feels about right. On the digital *Motorcyclist* scales, a full 4.2-gallon fuel payload and other assorted

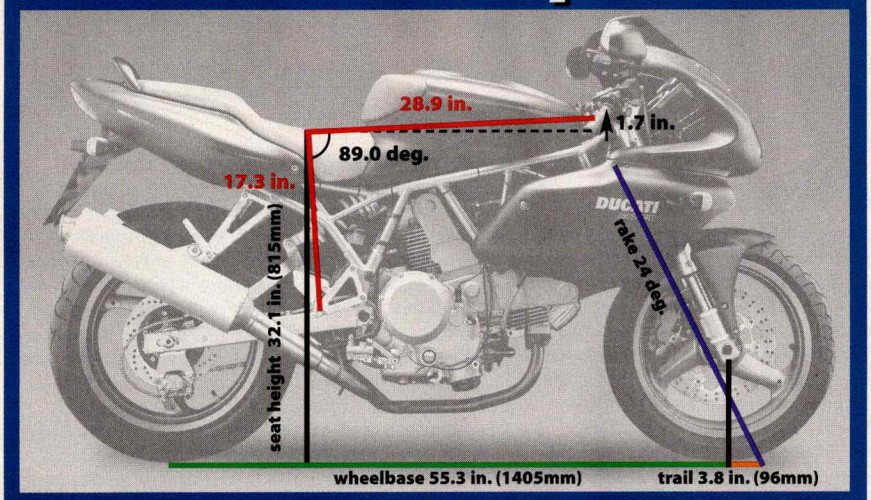


Traditional instruments greet the 750 Sport rider, including a tach with no redline. (What's with that, Ducati?) Steel clip-on bars (replete with chintzy welds) and integral-reservoir controls scream, rather than hint at, cost-cutting.



Everything the Ducatiphile needs to get good and revved up: classic air-cooled Ducati cylinders, *desmodromic* valve actuation, all hung out there for your viewing pleasure. Not too much power and only five speeds, though.

Ducati 750 Sport



Dual mufflers smother the Sport's exhaust note, but there's help to be had from the Ducati Performance catalog. Two Termis to go, please.

MSRP **$7895**
Warranty ..... **24 months, unlimited miles**
Colors ..... **black**

ENGINE

Type ..... **air-cooled 90-deg. V-twin**
Valve arrangement.. **sohc, 4v**
Bore x stroke ..... **88.0 x 61.5mm**
Displacement **748cc**
Compression ratio... **9.0:1**
Carburetion ..... **Marelli electronic fuel injection**
Transmission **5-speed**
Final drive ..... **#530 chain**

details, details...

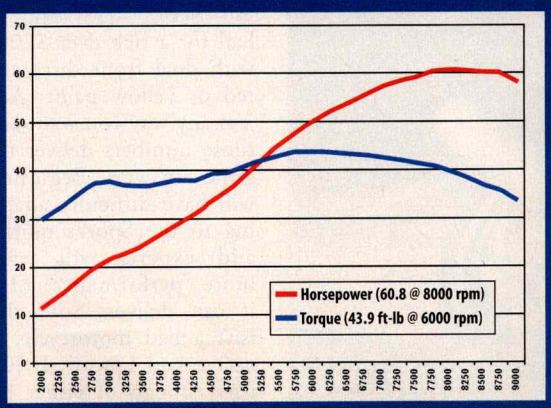
- Quaint, see-your-jacket mirrors
- No centerstand but there are bobbin-buns for your track stand
- Room for a tool kit and a bialy under the seat, but not much else
- Familiar and well-sorted driveline

CHASSIS

Frame ..... **tubular-steel trellis**
Weight ..... **431 lb. (wet) 406 lb. (fuel tank empty)**
Fuel capacity ..... **4.2 gal. (16L)**
Suspension, front ... **43mm inverted cartridge fork**
Suspension, rear .... **single shock adjustable for spring preload, compression and rebound damping**
Brake, front ..... **single four-piston caliper, 320mm disc**
Brake, rear ..... **single two-piston caliper, 245mm disc**
Tire, front ..... **120/70ZR17 Dunlop D207**
Tire, rear ..... **160/60ZR17 Dunlop D207**

PERFORMANCE

Corrected 1/4-mile* **12.75 sec. @ 103.31 mph**
0-60 mph ..... **4.38 sec.**
0-100 mph ..... **11.93 sec.**
Top-gear roll-on, 60-80 mph ..... **5.57 sec.**
Power to weight ratio** ..... **10.13 lb/hp**
Fuel mileage (low/high/average) **37/48/43**
Cruising range (exc. reserve) ..... **138 miles**



test notes

- We're beating a dead horse to say the 750 Sport's peak horsepower trails the SV650's, but Ducati fans can fall back on the 750's greater max torque. Save for low-rpm abruptness, the Sport's engine is well-mannered and flexible.

*Performance with test-session weather conditions corrected to sea-level standard conditions (59 degrees F, 29.92 in. of mercury)

**Wet weight plus 170 lb. rider divided by measured horsepower

requisite fluids bump the diminutive Duck's curb weight to 431 pounds—three more than Suzuki's quicker, more powerful SV650S econosport. Rational comparisons aside, the Ducati's best qualities are only evident in motion.

Make the longish reach to the bar and push the red button. The modern miracle of digital fuel injection triggers a tragically muted rendition of the inspirational *desmodromic* exhaust mantra. On the practical side, aside from a spastic off-idle abruptness, fuel delivery is seamless. The clutch earns less praise. Spinning in oil instead of air, as on more sophisticated Ducatis, the Sport's clutch maintains all the quaint old-world charm/aggravation of its forebearers. It's stiff, it's grabby, and all the engagement lives in the last few millimeters of lever travel. Shifting is rigid at first, though the five-speed gearbox limbers nicely as you approach 1000 miles.

With relatively tall gearing, not much

Cheers & Jeers

DUCATI 750 SPORT

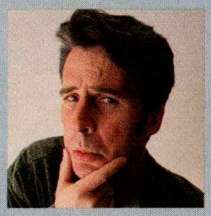
Engine	6	*Quality? Yes. Quantity? Deficient*
Drivetrain	7	*Average, apart from a grabby clutch*
Handling	8	*A flat black stiletto on smooth roads*
Braking	6	*Fainthearted front requires Kung Fu grip*
Ride	6	*Budget legs equal less-than-supple ride*
Ergonomics	6	*Long seat to bar; not much legroom*
Features	5	*Stripped, and feels it*
Refinement	7	*Simple, yet effective. But why flat black?*
Value	6	*Not enough bike for the bucks*
Fun Factor	7	*A (lethargic) gas on smooth roads*

verdict: *Every one of Ducati's cost-cutting measures hits the Sport where it hurts. If you absolutely, positively must have a new Ducati for less than $8000 and can't find last year's 750SS anywhere, this is your bike.*

horsepower below 5000 rpm, harsh suspension and moderately cruel ergonomics, urban miles involve more pain than pleasure. Adjourn to the freeway and the long gearing drops the twin into a relaxed cadence anywhere less than 80 mph on the bike's optimistic speedometer. Flirting with 50 mpg on the freeway, a tank of unleaded lasts about 190 miles. You, however, may not. The seat provides all the comfort of seasoned knotty pine, though it softens mercifully after a few hundred miles.

Mileage does the engine good, also. Our bike was noticeably revvier with 900 miles on the clock than it was right out of the box. Still, with 60.8 rear-wheel horses served up at 8000 rpm, acceleration is underwhelming compared with other sporting middleweights in this price slot; that's an observation backed up by its 12.75 second quarter-mile run at 103.31 mph. Spun up between 5000 and 8250 rpm, performance is adequate. Factor in a 12.6-second, 109.4-mph quarter-mile best by Suzuki's SV650S and the best advice for 750 Sport owners in any debate on pure acceleration is clear: Change the subject.

Off the Record



burns
Age: 41
Height: 5 ft. 7 in.
Weight: 150 lb.
Inseam: 30 in.
Favorite flat-black: Charred Jag electrics

Most of us here will put up with ergonomics by de Sade only so far as the performance of the machine incapacitates our pain receptors. Once you're free from concentrating upon not flying off the road, you begin to ask yourself questions such as: Why am I crouched upon this ill-suspended little motorcycle? Why did they stick that thick pad right on back of the tank, thus making the long stretch to the bar even longer? And why couldn't I just buy a Suzuki SV650 and put Ducati stickers on it? If I were after a cheap new Ducati, I'd definitely redirect my attention to the 750 Monster Dark. It will do everything the Sport will do without rupturing your pancreas in the process, and is, in general, a much friendlier character. ***—John Burns***

cook
Age: 37
Height: 5 ft. 10 in.
Weight: 200 lb.
Inseam: 32 in.
Favorite flat-black: Rustoleum in the rattle can

On its own, the Ducati 750 Sport isn't a bad motorcycle. Fast enough to be mildly entertaining and certainly sexy enough to keep your interest past the first payment, the Duck is nonetheless yanked asunder by a case of too much component-cutting and too little price-slashing. This baby is just too close in price to the regular 750SS (and, as mentioned, to a used 900) and substantially more dear than some better-performing Japanese bikes I could name. Of course, this is usually the case with Ducatis vs. the rest of the field, and about half of the time I'll opt for a smidgen of exclusivity and so-called character over all-out performance. Call me twisted.

If I ran Ducati I'd lock the accountants in the closet, mark the 750 Sport down to, oh, about six grand and go home early. So what if you lose a couple of bucks on each bike...you can always make it up in volume. ***—Marc Cook***

...with 60.8 rear-wheel horses served up at 8000 rpm, acceleration is underwhelming compared with other sporting middleweights in this price slot....

You'll need an alibi for rough, tight pavement, too. The slim, 160/60-17 rear tire helps, but steering is still heavier than the bike's chassis numbers would suggest. Any Japanese 600 is more flickable, and the chassis mostly ignores midcorner countersteering. Better to shift your weight to tighten trajectory. From there, overabundant compression damping in the fork and a high-effort, low-feedback front brake limit the Sport's gnarly road performance. Canceling big speed demands macho-man grip on the brake lever (which makes precise braking difficult at best). And overabundant compression damping has the fork impersonating a jackhammer on all but the smoothest pavement. Seamless, flowing asphalt transforms the Sport from a bludgeon to a scalpel in the hands of a good rider. Admirable stick from the Dunlop D207s, freight-train stability and no nasty scraping sounds at sane lean angles all add up to big cornering speed. Put your money on flat black in any pure momentum game.

Anywhere else, logic makes the whole downsizing thing go limp. The number of stellar motorcycles out there priced less than $8000 starts with Suzuki's $6199 SV650S and keeps going. Those with an inoperable jones for *desmodromics* can buy preowned 900 Super Sports all day long for stacks less than the 2001 Sport's $7895 sticker price. A '00-spec 750SS can be had for a tick over $7000 with dual front discs and red or yellow paint. Add 'em any way you want and those numbers deliver the same answer: Beginners will have difficulty adapting to the Sport's quirks, and experts will want more performance than it can deliver. Still, this isn't a bad motorcycle. It isn't a bad Ducati. It just isn't enough of either for our money. MC

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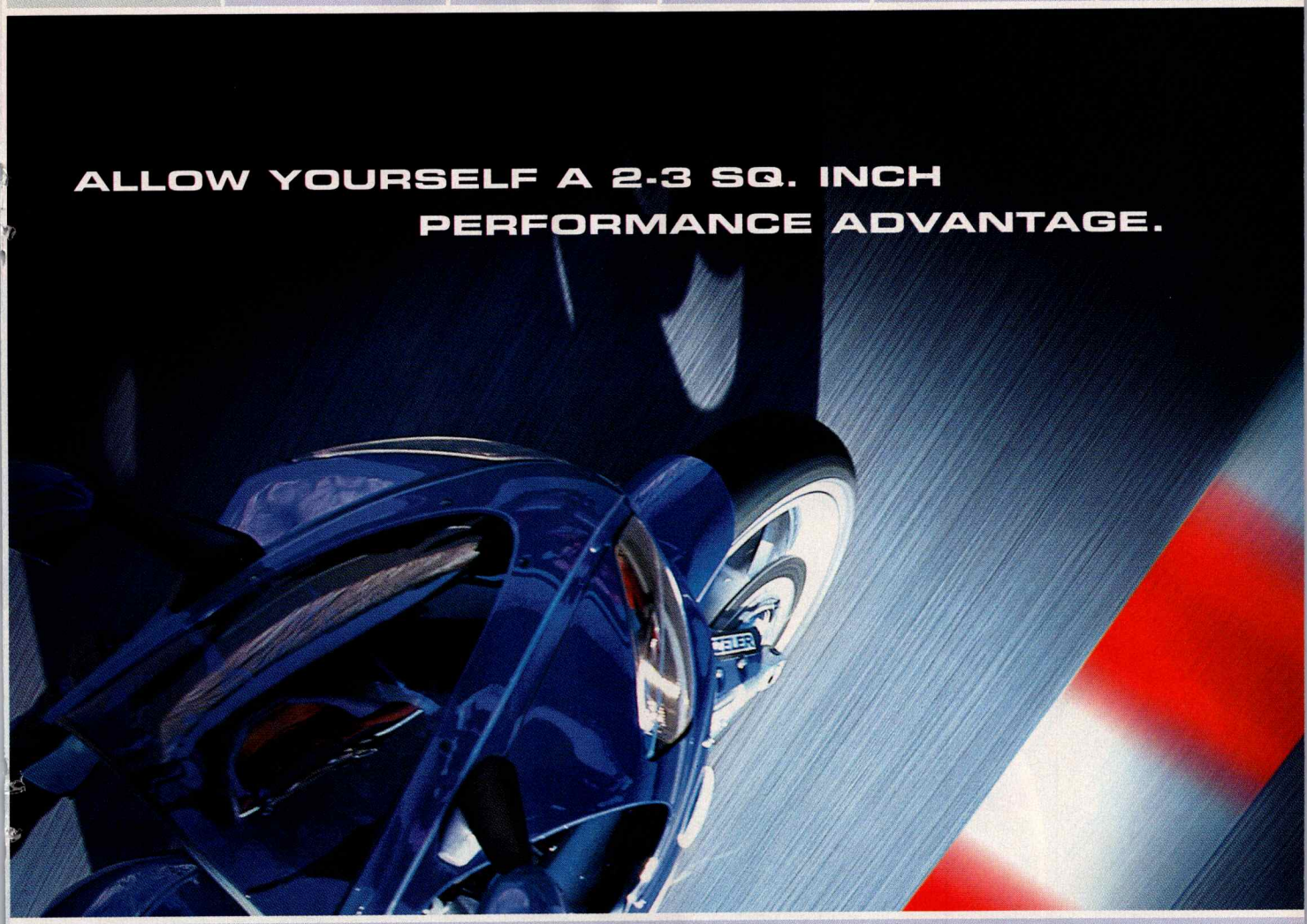

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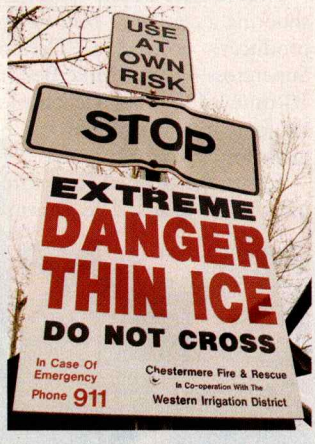
A Cold Day

Kevin Schwantz and Scott Parker take on the hardiest (or perhaps the craziest) motorcyclists in western Canada in the unofficial world-endurance ice-racing championship. **Story And Photos By Mark Gardiner**

The "Numb Bum 24 Hours"—which began as a midterm prank by students in the motorcycle-mechanics program at a northern community college—is anything but a conventional ice race. Regulars claim the course is set by getting a snow-plow operator completely drunk and sending him out in the dark. That may or may not be true, but looking at this year's serpentine, nine-mile layout, there's no reason to think it's an old wives' tale.

The riders' meeting looks like a casting call for a sequel to *Waterworld*, set at the North Pole. The race director issues a stern warning about riding drunk, or stoned; riders will need their wits about them to watch for the snow plows on the track at night. "And don't cut the course," he threatens, "I haven't decided what the penalty will be yet, but there are some big leads [areas of open water] out there, so I might not have'ta bother with ya'." A question about tech inspection gets a dismissive wave, "Ah, yer' all teched."

in Hell



After 24 hours, Joe Stewart (4) leads Scott Parker into the final lap (below). Lucky it's 5 degrees Fahrenheit or this pit lane would be underwater (left). The Seattle-based "Ice Holes" (top) fielded two bikes, both finished.

A Cold Day in Hell

It'd be a cold day in hell before you'd find 1993 500cc World Champion Kevin Schwantz, or nine-time Grand National Champ Scott Parker at a race like this. But they're here, barely recognizable in toques and parkas. It's hard to tell who's more amazed to find riders of that caliber in this field: the rest of the competitors, or Schwantz and Parker themselves.

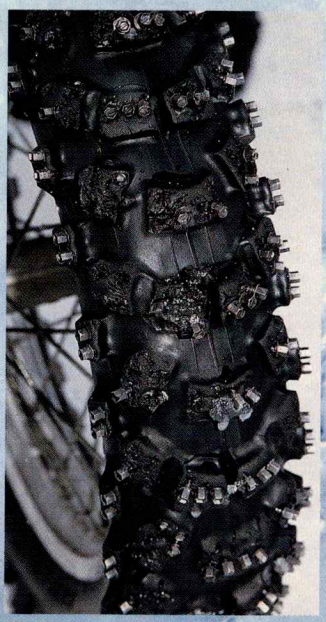
They're here at the invitation of Speedvision; the network is shooting a couple of *Bike Week* episodes at this bizarre event. The producer's entered a "Dream Team" that also includes ex-Supercross Champ Mike Bell, Enduro legend Dick Burleson and 10-time ISDE Gold Medalist Jeff Fredette. All have agreed to ride for food and an airline ticket, but one thing's already clear: These guys don't race for fun, they *win* for fun.

Teams are divided into three classes: over 400cc, 400cc and under, and quads. The Dream Team's DR400Z Suzuki has been bored out by Thumper Racing, bumping them into the unlimited class. It's fitted with a Baja Designs lighting system and electric grip warmers. Fredette, who's an accomplished ice racer, has made the tires himself: knobbies massively studded with his own special mix of one- and three-inch ice screws. Their bike carries Schwantz's traditional Number 34.

Schwantz already has his race face on, but because Fredette seemed fastest during yesterday's limited practice, he gets the opening assignment. At the green flag, the Dream Team gets a rude awakening; the winter-carnival atmosphere in the pits doesn't extend onto the track. Fredette trails a vicious, three-way dogfight that would be more appropriate in a last-chance qualifier, not the first turn of a 24-hour endurance race. The Number 4 Yamaha, in the thick of this battle, is the entry of an Edmonton team called the "Bar Bashers." From the looks of the crew, it's not obvious whether the name refers to handlebars or the bars they drink in.

Based on an educated guess about fuel consumption, Fredette is scheduled to turn the DR over to Schwantz after six laps, which will take a little more than an hour. The Texan had hardly even

Prior to the race, Schwantz (above) had no ice-racing experience at all, which gave him a perfect opportunity to illustrate how world champions differ from mortals: In two laps, he was as fast as most of the locals. Albertans (left) are a frail, delicate people. You need a few loose screws to enter a race like the Numb Bum (lower left), but this is ridiculous: the Bar Bashers' rear tire at the race's end. They ripped their knobs off trying to win it. Quad-class racer Tom Eppinger (below) in Team Blast's hot tub.



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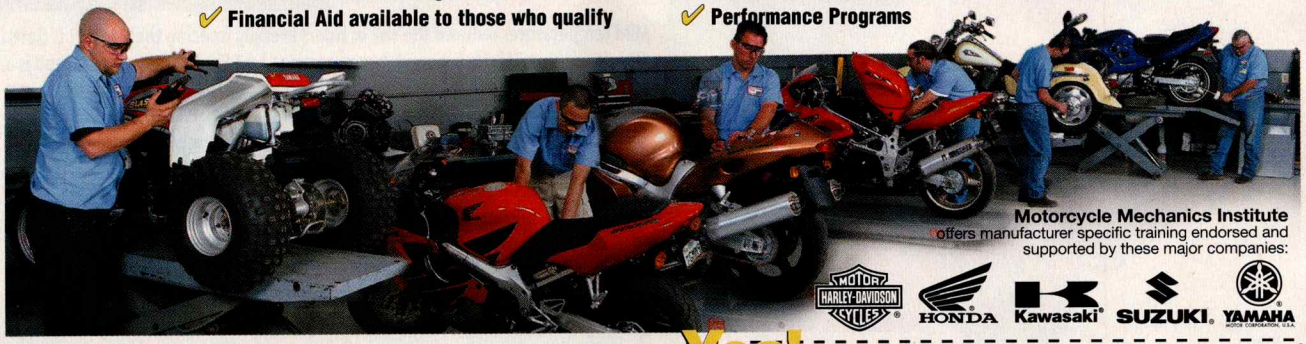

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A Cold Day in Hell

stepped on ice until the previous day. "I did one lap yesterday," he says laconically. "As far as I'm concerned, it's just a motorcycle. It's basically the same whether it's on pavement, dirt or whatever." Indeed, by his second lap, Schwantz can already hold his own with most of them. But the leader is still inching inexorably away.

Mike Bell stands at the side of the track, looking vaguely worried. "I tried it yesterday," he says, "but I just don't have the confidence yet to lay it in there, the way Jeff, Scott and Kevin do..." his voice trails off and his eyes widen, as one of the fast locals rails past. "Anyway, all the other guys are eager to get out there—I guess I'll get my seat time later tonight."

By 6 P.M., darkness—and the temperature—is falling. Schwantz, and the rest who aren't riding, retreat to a cramped RV behind their pit. Speedvision's on-air host, Larry Maiers (who captained the U.S. ISDT team in the early '70s), easily falls back into the role, tracking lap times and riders' stints in a notebook. Every now and then he pokes his head in with an update; the Dream Team is still on the lead lap, but no matter how hard they try, they seem stuck a few minutes back.

"Where have you been?" Schwantz asks, as Parker opens the door of the RV, letting in a blast of Arctic air. "Out walking around the pits," grins Parker. He'll chat, answer questions and sign autographs tirelessly all weekend.

In all the races he's been to, Parker's never seen pits like these. Over the years, the race has become serious, but off track it looks like a cross between a frat party and the siege of Stalingrad. There are Klondike-style canvas-wall tents, complete with wood-burning stoves and bearskin rugs. Some are festooned with Christmas lights. One team brought a gas-fired hot tub.

The Bar Bashers are hanging grimly onto their lead. Behind their pit they've built a hut of blue-plastic construction tarps and scrap lumber. Inside, they're grilling sausages on a barbecue. The bar motif includes an actual pool table. The only thing missing is a fridge for the beer, but since the floor is ice....

In one corner sits their back-up bike. According to Numb Bum rules—of which there are precious few—back-up bikes can only be used if the marshals rule the primary bike is irreparable. The Bashers' spare is minus its rear wheel. Their new rear tire has fallen apart, so they've swapped it for the well-used one off of their back-up.

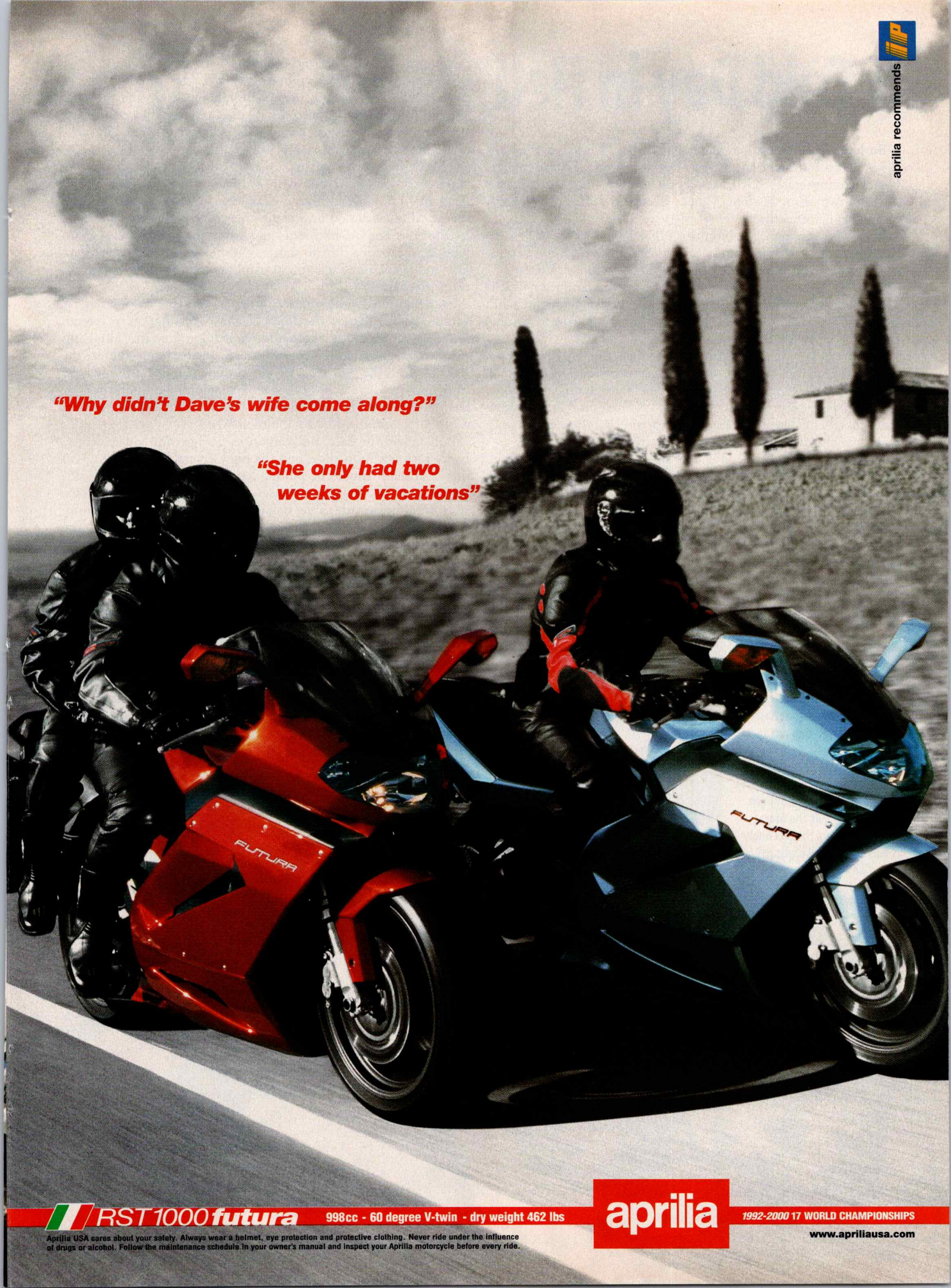
Behind pit row, there's an army-surplus M.A.S.H. tent. It's heated by a roaring construction heater, and they've put straw down for a floor. All night long, there's chili, hot dogs and coffee simmering on a big hot plate. People take what they want and leave a donation; the jar of money is left unattended on the table. The whole event, including entry fees, raises money for charity.

The mood in most pits brightens perceptibly at dawn. The other American team, the "Ice Holes," from around Seattle, still has both their bikes running. In their motor home, Israeli rider Shahan Dahan moans, and stirs on the couch. "Is race over?" he mumbles. In the night, he collided with a quad, and has been sidelined with a suspected broken arm.

In the Speedvision pit, Burleson—an inspiration at 53 years old—climbs off the bike. The deep ruts worn into the course are hard on old bones. Parker's hands are hurting. Schwantz' wrists are gnarled. "I did Australian Safari last year," says Schwantz, referring to a 5000 kilometer raid across the outback, "but this is harder."

Maiers decides to alternate Bell (who is still enthusiastic, and getting faster every session) with Fredette (who's fit and fast) until the finish. The others are relieved to hear this plan, but their mood is still subdued. "I don't want to go six or seven laps," offers Parker, "but I'm good for four real fast ones—if it's worthwhile." He means "if we can win," but it seems unlikely.

Mild temperatures reduced the risk of riders literally freezing their asses off (left). "This is nothing," locals bragged, "we've raced at [-67 F]." The concession stand is a huge, war-surplus tent, contributing to the post-apocalyptic atmosphere (above). The Bar Bashers are six-time class winners (above, right). Chad Perrot (below, in gray sweatshirt) runs the riders' meeting, "Watch for snow plows."



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A Cold Day in Hell

Burleson apologizes to no one in particular, "We'd be in the lead if I wasn't a minute a lap slower than you guys." Schwantz and Parker commiserate, "Hell, we'd be in the lead if I hadn't fallen down in two of my sessions." Then, "...and we'd be in the lead if I hadn't gone off course."

In daylight, though, the Number 4 bike begins to fall back into Bell's clutches. Schwantz and Parker keep an eye on the action through the front window of the RV. Speedvision's cameramen, out on the course, relay updates. And gradually the Dream Team realizes something the Bar Bashers have known all night: The Bashers' rear tire is shot. Then, just before he's scheduled to pit, Bell comes around in the lead.

Fredette takes his place, and Bell enters the RV breathless. "Man, that guy was the dirtiest rider I've ever passed!" he exclaims. "He completely T-boned me—twice!—before I could get away."

"So, there's gonna be a small fight," says Schwantz. Presumably, it's a joke. The Dream Team may beat the Bar Bashers on the track, but they wouldn't stand a chance in a back alley.

Fredette is forced back into the pits a lap ahead of schedule when the grip heater fails, freezing one of his hands. Bell stumbles out of the RV, fumbling with his helmet strap. Out of the windchill, Fredette's hand starts to thaw. It hurts, bad. This chaos buys the Bar Bashers about a minute of precious lead.

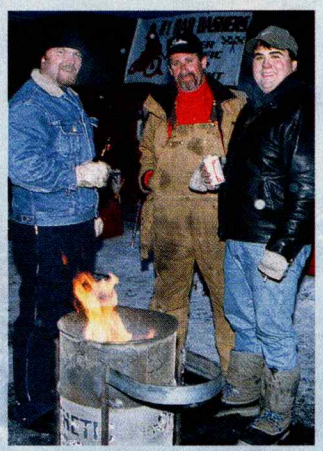
For the Bar Bashers, what would—in the absence of the Dream Team—have been a comparatively easy victory has turned into a harrowing sprint to the finish. As their fast "A-team" bike is about to come in for a final stop, it's their turn for a communications foul-up, and the just-for-fun "B-team" bike pulls in. "Go back out!" Guys are shouting and pointing at the pit exit, but the "B" rider shakes his helmet, pointing at the fuel petcock; it's on reserve. The Bar Bashers are looking anxiously up the pit lane. "About 30 seconds!" someone shouts, and the slower rider is unceremoniously pushed over to the edge of the pit. He kicks down the sidestand and staggers off, ignored.

The Bashers have watched their back-up rear tire deteriorate with every pit stop, but with ice-racing tires costing $1000 (Canadian) a pair, a working-class team can hardly afford fresh spares. All they can do now is put their fastest rider on, and hope for the best. The "A" bike roars in. Dump can, rider change, chain lube, break the ice off the shifter, and he's gone. They may look like hooligans, but their pit stops put some Daytona Superbike teams to shame.

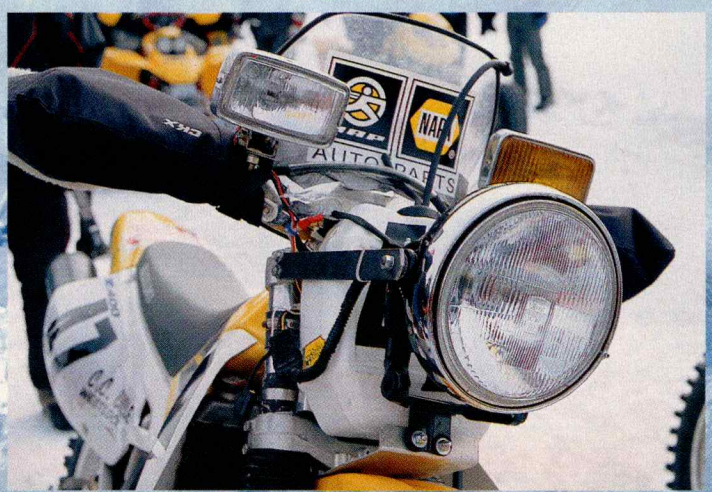
In the bottom of the ninth, Muddville sent Casey up to bat. At Sandy Lake, Alberta, the home team is relying on a veteran motocrosser and local mechanic named Joe Stewart. Along pit row, teams ignore their own lap charts, silently counting off the seconds until the Number 34 bike thunders after him down the straightaway. Guys with hockey smiles, standing around fire barrels, have forgotten their Molsons. They squint at the horizon, waiting for him to come back into view.

But out on the lake, his rear tire is going from bad to worse. Every turn is a lurid slide, and the big YZ scrabbles helplessly on the ice when it should be pulling hard off the corners. Joe is riding his guts out, dragging the cases, hunching over the handlebars, stretching the throttle cable. Bell is less than a minute behind him. And as the ruts deepen, the ex-Grand Prix motocrosser is more and more at home.

Through the camper's windshield, Schwantz and Parker are now watching the gap raptly. They're calculating and strategizing. Realizing that in five laps, with less than an hour to go, Bell will put them back within striking distance. A burly Canadian,



This barrel (right) has welded-up "feet," so it won't melt down into the lake. This hardy fellow (far right) is half of a two-rider(!) team that has won here by staying out two and a half hours at a time. That's about 1600 turns like this between rests. There's no such thing as too much light (below, left), but the more complex the rig, the less likely it was to work all night. Klondike tent (below, right) equipped with wood furnace, propane light and stove.



beard thick with frost, pokes his head in and jovially asks, "So, second place, eh? Will you come back next year to try and win it?" Schwantz's eyes narrow. "It ain't over," he says, "until the fat lady spits." "Tell Larry to pull him in, in two laps," says Parker. "I want to go out."

Somewhere out on the vast, frozen lake, Stewart might look back and think, "Hey, I've gapped him," but respite is brief. In the frantic Speedvision pit—they've almost forgotten to film the event, they're so caught up in it—Scott Parker gets on. His tires, despite 23 hours of racing, still look brand new. He rolls down the pit lane, and the crowd waits for 12 agonizing minutes until Joe passes the start/finish. Thirty seconds later, Parker nearly high-sides coming onto the straight, but keeps it screwed wide open. And again, they disappear into the icy mist.

The next time by, the gap's down to approximately 20 seconds.

The organizer looks at his watch. It's almost noon. If time runs out, they'll take the checkered flag the next time they cross the line. But at 11:58 A.M., Stewart roars past, with Parker just seven seconds adrift. So there'll be one final lap. There's a little gaggle of Speedvision guys, Schwantz, and the others, standing on one side of the finish line. Across the track, there are maybe 500 other people. Way out on the lake, tiny dots are moving back and forth. The starter picks up the checkered flag, and takes a position on the track. As the back markers pass, he holds up one finger to indicate, "This is your last lap."

False alarms ripple through the crowd, "There they are...no." Then, there they really are. The course is so winding, and the lake so featureless, that it's hard to tell who's actually in the lead, but...it's...Parker! He looks back with a couple of turns to go, eases off just enough to make absolutely sure he doesn't toss it, then punches the air as he crosses the finish line. After 24 hours—more than 1000 miles—of green-flag racing, Joe Stewart crosses the line three seconds later. The clump of red jackets jumps and cheers. On the other side of the track, it sinks in; people finally exhale. Teammates turn their attention back to their own riders, who will straggle in for the next 15 minutes.

Canadians are too polite to hold a grudge, so when Parker rolls up the pit lane, there's a warm welcome for Speedvision to film. After a long while, Joe Stewart emerges from the Bashers' blue tarpaulin hut, having come to grips with a beer, and the realization that today, "all," was simply not going to be enough. "Yeah, it was pretty quiet down here when I pulled in," he admits. The YZ's rear tire tells the story; it's missing about a third of its screws. Whole knobs have been ripped off, leaving holes you could stick your finger in. But Joe won't make excuses. He forces a wry smile and shrugs.

Everyone feels a little warmer now that they know they're going home. Guys wander the pit lane with beers in hand. They're stopped by strangers holding out cameras, "Hey buddy, will you take a picture?" Haggard teams gather behind their bikes for group photos; memories—and bragging rights—are the only rewards for surviving the Numb Bum.

Under the Speedvision awning, the Dream Team wants pictures of their own. Where's Schwantz? "Kevin...Kev-in!" they shout. But the win secured, he's now relaxed and sociable; he's gone down to congratulate the Bar Bashers. Walking back, he's waylaid for autographs every step, not by fans but by racers who can't believe they've just shared a track with some of the fastest riders of all time.

Scattered across the ice, people in small groups are packing, shedding huge moon boots and layers of clothes as they let their trucks warm up. A friendly, little dog scampers around our legs, sniffing and wagging its tail. Some guy's yelling off in the distance, "Gixxer! Gixxer!" He comes into view, wearing a parka and a Lucky Strike baseball hat. "There you are," he says to the mongrel, who trots over to him, ears folded back apologetically. "Let's go." The dog trots along behind him as he walks away, saying, "Let's go, Gixxer. We met God, Gixxer." MC

According to Numb Bum legend, some early races were held on smooth, clear ice, with straightaways where bikes hit more than 100 mph. Unfortunately, this stylish Yamaha SRX (above, left) proved useless on this year's course. "Ice cred;" (above, center) up in Alberta, this crest has it. Maiers and his Dream Team engage in a little "U-S-A, U-S-A" psyche job for the Speedvision cameras prior to the start (above, right). The Canadians' reaction was to ask each other, "They're kidding, right?" The Dream Team's victory photo (left). Left to right: Dick Burleson, Larry Maiers (coach, manager), Gary Piller (mechanic), Scott Parker, Mike Bell, Jeff Fredette, Kevin Schwantz. They were sponsored by Alberta Cycle, in a deal arranged by long-time "Bike Week" producer Ed Coughlin.

DUNLOP

DUNLOP D402

FRONT	SALE
MT90HB16	79.97
MT90HB16 SW	104.97
MT90HB16 WWW	100.97
MH90HB21 TT	97.97
REAR	**SALE**
MT90HB16	93.97
MT90HB16 SW	106.97
MT90HB16 WWW	111.97

SW = SLIM WHITE WALL
WWW = WIDE WHITE WALL
TT = TUBE TYPE

DUNLOP K491 ELITE II

FRONT	SALE
MT90HB16 TL	77.97
MT90HB16 TL RWL	88.97
100/90H18 TL	68.97
MR90H18 TL RWL	85.97
130/70HB18 TL	93.97
MM90HB19 TL	64.97
MM90HB19 TL RWL	67.97
REAR	**SALE**
140/90HB15 TL	91.97
MV85HB15 TL RWL	111.97
MT90HB16 TL	86.97
MT90HB16 TL RWL	97.97
MU90HB16 TL	91.97
MU90HB16 TL RWL	100.97
160/80HB16 TL	117.97
MT90HB17 TL	88.97
MT90HB17 TL RWL	97.97
110/90HB18 TL	78.97
120/90HB18 TL	77.97

DUNLOP GT501

FRONT	SALE
90/90 19 D606	55.97
100/90V16	65.97
120/80VB16	77.97
110/80VB17	79.97
110/90V18	73.97
100/80V19	76.97
REAR	**SALE**
130/90VB16	88.97
140/90V16	97.97
150/80VB16*	105.97
140/80VB17	107.97
150/70VB17	110.97
120/90V18	84.97
130/80V18	88.97

*BELTED

DUNLOP D207 GP-RACE

FRONT	SALE
120/70ZR17	139.97
REAR	**SALE**
170/60ZR17	176.97
180/55ZR17	174.97

AVON

AVON VENOM X

FRONT	SALE
MT90H16	94.97
MT90H16 WWW	102.97
150/80H16	106.97
100/90H18	83.97
120/90H18	89.97
130/70H18	105.97
100/90H19	73.97
100/90H19 WWW	89.97
110/90H19	76.97
80/90H21	76.97
MH90H21	78.97
MH90H21 WWW	91.97
REAR	**SALE**
140/90H15	98.97
150/90H15	129.97
150/90V15*	106.97
170/80H15	110.97
MT90H16	99.97
MT90H16 WWW	110.97
140/90H16	106.97
140/90H16 WWW	117.97
150/80H16	112.97
160/80H16	138.97

*V RATED FOR YAMAHA V-MAX

DUNLOP

DUNLOP D207 ZR

FRONT	SALE
120/60ZR17	84.97
120/70ZR17	83.97
130/70ZR16	82.97
REAR	**SALE**
160/60ZR17	101.97
170/60ZR17	104.97
180/55ZR17	109.97
190/50ZR17	144.97

DUNLOP CRUISEMAX

FRONT	SALE
130/90H16 RWL	89.97
130/90H16 BLK	83.97
130/90H16 WWW	81.97
120/90H18 RWL	83.97
100/90H19 RWL	62.97
110/90H19 RWL	73.97
80/90H21 BLK	73.97
REAR	**SALE**
140/90H15 RWL	83.97
140/90H15 BLK	77.97
150/90H15 RWL	85.97
170/80H15 RWL	96.97
140/90H16 RWL	83.97
140/90H16 BLK	85.97
140/90H16 WWW	102.97
150/80H16 RWL	100.97
150/80H16 WWW	100.97

AVON

AVON SUPER VENOM

FRONT AM20	SALE
100/90V16	72.97
110/90V16	79.97
120/80V16	79.97
110/90V18	83.97
REAR AM18	**SALE**
130/90V16	89.97
150/80V16	108.97
130/80V18	91.97
140/70V18	108.97
100/90V19	76.97

AVON AV27

FRONT	SALE
120/80ZR16	108.97
130/70ZR16	119.97
110/80ZR17	108.97
120/60ZR17	110.97
120/70ZR17	110.97
130/60ZR17	119.97
110/80ZR18	110.97

AVON AZARO

FRONT AV39	SALE
130/70ZR16	143.97
120/60ZR17	127.97
120/70ZR17	127.97
120/70ZR17 *	127.97

*CBR1100XX & GSXR1300 HAYABUSA FITMENT

REAR AV40	SALE
160/60ZR17	153.97
170/60ZR17	157.97
180/55ZR17 **	167.97
180/55ZR17 ***	167.97
190/50ZR17 ***	179.97

**CBR1100XX FITMENT
***GSXR1300 HAYABUSA FITMENT

AVON AM22/AM23

FRONT AM22	SALE
120/70VB16	108.97
110/80VB18	111.97
REAR AM23	**SALE**
140/80VB16	142.97
160/80VB16	150.97
180/60VB16	165.97
200/60VB16	183.97
130/70VB18	128.97
150/70VB18	149.97
180/55VB18	175.97
200/55VB18	183.97

*FRONT OR REAR FITMENT

AVON

AVON AZARO

FRONT AV35	SALE
110/70ZR17	111.97
110/80ZR17	111.97
120/60ZR17	114.97
120/70ZR17	114.97
110/80ZR18	116.97
REAR AV36	**SALE**
160/80ZR16	133.97
140/80ZR17	127.97
150/70ZR17	133.97
160/60ZR17 (4.5"RIM)	139.97
160/60ZR17 (5.0"RIM)	139.97
160/70ZR17	155.97
170/60ZR17 (5.0"RIM)	143.97
170/60ZR17 (5.5"RIM)	143.97
180/55ZR17	151.97
190/50ZR17	163.97
160/60ZR18	135.97

BRIDGESTONE

BRIDGESTONE BT45 SPORT TOURING

FRONT	SALE
100/90H16	55.97
100/80H17	65.97
110/70H17	66.97
110/80H17	66.97
120/70H17	68.97
90/90H18	57.97
100/80H18	60.97
100/90H18	59.97
REAR	**SALE**
130/90H16	72.97
110/90H17	69.97
120/80H17	59.97
130/70H17	72.97
130/80H17	60.97
140/70H17	75.97
150/70H17	76.97
110/80H18	59.97
110/90H18	59.97
120/80H18	61.97
130/70H18	75.97
140/70H18	76.97
150/70H18	78.97

BRIDGESTONE SPITFIRE S11 SPORT-TOURING

FRONT	SALE
130/90H16	77.97
100/90H18	44.97
110/90H18	45.97
110/90H18 RWL	49.97
120/90H18 RWL	52.97
90/90H19	45.97
100/90H19	49.97
100/90H19 RWL	52.97
110/90H19	50.97
110/90H19 RWL	55.97
REAR	**SALE**
140/90H15 RWL	67.97
150/90H15 RWL	72.97
130/90H16	59.97
130/90H16 RWL	65.97
140/90H16 RWL	72.97
130/90H17	60.97
110/90H18	52.97
120/90H18	54.97
130/90H18	61.97

BRIDGESTONE BT010

FRONT	SALE
110/70ZR17 54W	71.97
120/60ZR17 55W	71.97
120/65ZR17 56W	72.97
120/70ZR17 58W	73.97
130/70ZR16 61W	71.97
REAR	**SALE**
150/60ZR18 67W	87.97
160/60ZR17 69W	87.97
170/60ZR17 72W	90.97
180/55ZR17 73W	94.97
190/50ZR17 73W	109.97
200/50ZR17 75W	112.97

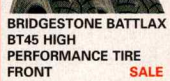
HONDA CBR929RRPRICE

120/70ZR17 58W-FRONT	126.99
190/50ZR17 73W-REAR	143.99

BRIDGESTONE

BRIDGESTONE BT020

FRONT	SALE
120/60ZR17 55W	71.97
120/70ZR17 58W	73.97
110/80ZR18 58W	72.97
120/70ZR18 59W	77.97
REAR	**SALE**
150/70ZR17 69W	89.97
160/60ZR17 69W	87.97
170/60ZR17 72W	90.97
160/70ZR17 73W	93.97
180/55ZR17 73W	94.97
160/60ZR18 70W	94.97



BRIDGESTONE BATTLAX BT45 HIGH PERFORMANCE TIRE

FRONT	SALE
110/90V16	60.97
120/80V16	64.97
110/80V17	76.99
100/90V18	62.97
110/80V18	64.97
110/90V18	64.97
100/90V19	64.97
REAR	**SALE**
130/90V16	74.97
150/80V16	86.97
120/90V17	71.97
130/90V17	74.97

METZELER

METZELER ME88F/ ME88 MARATHON

ME88F FRONT	SALE
100/90H18	84.97
MARATHON REAR	**SALE**
200/70HB15	133.97
MU90HB16	108.97
130/90HB17	108.97

METZELER ME33 LASER

FRONT	PRICE
110/90V16	91.97
120/80V16	97.97
110/80V17	94.97
90/90H18	75.97
100/90V18	89.97
110/80V18	89.97
110/90V18	97.97
120/90HB18	84.97
3.25H19	90.97
3.25V19	78.97
3.50H19	86.97
100/90V19	94.97
110/90V19	94.97
80/90H21 TT	86.97
90/90H21	95.97

METZELER ME99A PERFECT

REAR	SALE
130/90V16	107.97
140/90V16	117.97
150/80V16	127.97
130/90V17	109.97
4.00V18	93.97
120/90V18	103.97
130/80V18	109.97

METZELER MEZ3/MEZ3

MEZ3 FRONT	SALE
130/70ZR16	103.97
110/70ZR17	96.97
120/60ZR17	103.97
120/70ZR17	103.97
MEZ3 REAR	
150/60ZR17	126.97
160/60ZR17	128.97
170/60ZR17	131.97
180/55ZR17	133.97
190/50ZR17	155.97
MEZ3 RACING FRONT	
130/70ZR16	139.97
110/70ZR17	133.97
120/60ZR17	139.97
120/65ZR17	143.97
120/70ZR17	139.97
120/70ZR17 RS2	139.97
MEZ3 RACING REAR	
150/60ZR17	153.97
160/60ZR17	158.97
170/60ZR17 RS2	169.97
180/55ZR17	172.97
180/55ZR17 RS2	172.97
190/50ZR17	182.97

METZELER

METZELER ME880 MARATHON

FRONT	SALE
130/90H16	84.97
150/80H16	95.97
120/70VB17	86.97
120/80V17	89.97
150/80HR17*	131.97
110/90H18	101.97
120/90H18	88.97
130/70HR18	76.97
100/90H19	76.97
110/90H19	80.97
80/90H21	74.97
REAR	**SALE**
140/80HB15	107.97
140/90HB15	103.97
150/80VB15	109.97
150/90HB15	113.97
180/70HB15	119.97
130/90HB16	97.97
140/90HB16	107.97
150/80HB16	120.97
160/80HR16	135.97
180/70HR16*	148.97
140/80HB17	107.97
160/70VB17	108.97

*VALKYRIE REPLCMNT.

MEZ2 FRONT SALE

120/80ZR16	92.97
110/80ZR17	93.97
MEZ2 REAR	**SALE**
150/80ZR16	123.97
130/80HR17	118.97
140/80ZR17	119.97
170/60ZR18	138.97

METZELER ME55A METRONIC

REAR	SALE
130/90V16	112.97
150/80VB16 MBS	135.97
130/90V17	113.97
140/80VB17 MBS	125.97
140/80VB17 M.G*	125.97
150/70VB17	135.97
160/70VB17 MBS	140.97
120/90V18	108.97
130/80V18	114.97

*MOTO GUZZI FITMENT
MBS = METZELER BELTED SYSTEM

METZELER MEZ1 ME Z1 FRONT

	SALE
110/80ZR17	96.97
130/60ZR17	107.97
110/80ZR18	101.97
120/70ZR18	101.97
ME Z1 REAR	
150/60ZR18	133.97
160/60ZR18	135.97

METZELER MEZ4 ME Z4 FRONT

	SALE
120/60ZR17	100.97
120/70ZR17	100.97
120/70ZR17 (B)*	100.97
110/80ZR18	97.97
120/70ZR18	97.97

*REINFORCED BMW FITMENT

ME Z4 REAR	SALE
150/70ZR17	122.97
160/60ZR17	124.97
160/70ZR17	127.97
170/60ZR17	127.97
180/55ZR17	130.97
190/50ZR17	151.97
160/60ZR18	131.97

PIRELLI

PIRELLI DRAGON GT MTR03/04

FRONT MTR03 GT	SALE
120/80ZR-16	95.97
110/80ZR17	97.97
130/60ZR17	107.97
REAR MTR04 GT	
150/80ZR16	129.97

PIRELLI

PIRELLI DRAGON GTS MTR23/24

FRONT MTR23	SALE
120/60ZR17	104.97
120/70ZR17	104.97
110/80ZR18	102.97
120/70ZR18	102.97
REAR MTR24	**SALE**
150/70ZR17	127.97
160/60ZR17	130.97
160/70ZR17	133.97
170/60ZR17	134.97
180/55ZR17	136.97
190/50ZR17	158.97
160/60ZR18	137.97

PIRELLI DRAGON MTR02 RADIAL

REAR MTR02	SALE
150/60ZR18	139.97
200/50ZR17 CORSA	194.97

PIRELLI MT09/08 MATCH SPORT TOURING BIAS PLY

FRONT MT09	SALE
110/90V16	78.97
120/80VB16	83.97
110/80V17	78.97
120/70VB17	83.97
100/90V18	82.97
110/80VB18	87.97
110/90V18	83.97
100/90V19	84.97
REAR MT08	
130/90V16	104.97
150/80VB16	113.97
130/80VB17	104.97
130/90V17	107.97
140/80VB17	108.97
150/70VB17	111.97
120/90V18	102.97
130/80V18	106.97
140/70VB18	108.97
150/70VB18	99.97

PIRELLI MT 69/68 STRADA

FRONT MT69	SALE
100/90H16	62.97
90/90H18	62.97
100/90H18	65.97
3.25H19	64.97
REAR MT68	
120/90H16	71.97
130/90H17	79.97
110/90H18	70.97
120/80H18	72.97
4.00H18	74.97
120/90H18	74.97

PIRELLI

PIRELLI MTR21 EVO

FRONT	SALE
130/70ZR16	107.97
110/70ZR17	100.97
120/60ZR17	107.97
120/70ZR17	107.97
REAR MTR22 EVO	
150/60ZR17	130.97
160/60ZR17	135.97
170/60ZR17	137.97
180/55ZR17	140.97
190/50ZR17	162.97
FRONT MTR21C EVO CORSA RACING	
130/70ZR16	140.97
110/70ZR17	135.97
120/60ZR17	140.97
120/65ZR17	145.97
120/70ZR17	140.97
120/70ZR17 SC2	140.97

SC2 = SUPER CORSA/SPECIAL RACING

REAR MTR22C EVO CORSA RACING	
150/60ZR17	156.97
160/60ZR17	161.97
170/60ZR17 SC2	171.97
180/55ZR17	174.97
180/55ZR17 SC2	174.97
190/50ZR17	184.97

MICHELIN

MICHELIN PILOT RACE/ PILOT RACE SOFT

FRONT PILOT RACE	
120/70ZR-17	167.99
REAR PILOT RACE	
160/60ZR-17	210.99
170/60ZR-17	220.99
180/55ZR-17	224.99
FRONT RACE SOFT	
120/70ZR-17	167.99
REAR RACE SOFT	
160/60ZR-17	210.99
170/60ZR-17	220.99
180/55ZR-17	224.99

MICHELIN PILOT SPORT

FRONT	PRICE
130/70ZR-16	112.99
110/70ZR-17	107.99
120/60ZR-17	108.99
120/65ZR-17	111.99
120/70ZR-17	111.99
120/70ZR-17 YR1	112.99
REAR	**PRICE**
150/60ZR-17	128.99
160/60ZR-17	129.99
170/60ZR-17	136.99
180/55ZR-17	146.99
190/50ZR-17	150.99
190/50ZR-17 YR1	185.99
200/50ZR-17	183.99

MICHELIN

MICHELIN MACADAM 50

FRONT	PRICE
110/90V16	77.99
120/70V16	79.99
110/80V17	79.99
120/70V17	84.99
110/80V18	78.99
110/90V18	84.99
90/90H18	73.99
100/90H18	75.99
100/90V18	79.99
100/90V19	79.99
REAR	**PRICE**
150/90V15	73.99
130/90V17	96.99
150/80V16	100.99
150/70H17	95.99
160/70V17	120.99
140/80V17	101.99
130/70H17	87.99
130/90V17	95.99
130/70H18	86.99
130/80V18	97.99
110/90H18	77.99
120/90H18	87.99
120/90V18	91.99

MICHELIN MACADAM 90X SPORT RADIAL

FRONT	PRICE
120/80ZR-16	89.99
110/70ZR-17	85.99
110/80ZR-17	86.99
120/60ZR-17	89.99
120/70ZR-17	89.99
130/60ZR-17	89.99
110/80ZR-18	87.99
120/70ZR-17	90.99
130/70ZR-17	87.99
110/70ZR-17	87.99
REAR	**PRICE**
150/80ZR-16	113.99
150/70ZR-17	105.99
160/60ZR-17	109.99
170/60ZR-17	112.99
180/55ZR-17	118.99
160/60ZR-18	108.99
150/70ZR-18	110.99
190/55ZR-17	136.99

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DUNLOP

D207ZR PERFORMANCE PACKAGES

PACKAGE A: FRONT: 120/70 X 17 REAR: 180/55 X 17 — PRICE

HONDA: CBR600F4 99-00
KAWASAKI: ZX7R 91-95
SUZUKI: GSXR750W 94-95
YAMAHA: YZF750R 94-98

181.97*

PACKAGE B: FRONT: 120/70 X 17 REAR: 190/55 X 17

HONDA: CBR929RR 00
KAWASAKI: ZX7R 96-00, ZX900 00
SUZUKI: GSXR750 96-00, TL1000 98-00, GSX1300R 99-00
YAMAHA: YZFR1 00, YZF1000 98-99

198.97*

PACKAGE C: FRONT: 120/60 X 17 REAR: 160/60 X 17

HONDA: CBR600F2, F3 91-99
KAWASAKI: ZX600G 98-99
YAMAHA: YZF600 94-99

172.97*

PACKAGE D: FRONT: 120/60 X 17 REAR: 180/55 X 17

SUZUKI: GSXR600 97-00
YAMAHA: YZFR6 99-00

179.97*

ELITE 2 TOURING PACKAGE — PRICE

130/70 X 18F
160/80 X 16R

192.97*

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SALE

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SALE

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XENA ALARM DISC LOCK

CLASSIC YELLOW OR CHROME

FROM $49.99

SALE

BATTERY TENDER PLUS

TENDER PLUS-
REG. 52.99 **SALE $34.97**
TENDER JR-
REG. 34.99 **SALE $21.97**

SALE

ADJUSTABLE SWING ARM STAND SERIES II

REG. 70.99 **SALE $66.97**

SALE

LP SPEED SCREEN

SMOKE OR CLEAR-
REG. 37.99 **SALE $34.97**
DRK. SMOKE OR COLORS-
REG. 46.99 **SALE $42.97**

DOWCO

SALE

DOWCO GUARDIAN COVERS

SIZE	REG.	SALE
45	52.99	$36.97
50	54.99	$40.97
100	64.99	$47.97
125	71.99	$50.97
150	77.99	$58.97

ALUMINUM CHAIN GUARDS

FROM $35.99

SALE

UNIVERSAL CAFE FAIRING

REG. 40.99 **SALE $36.97**

MARKER LIGHTS FLUSH MOUNT I

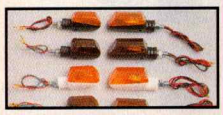
FROM $12.99

MARKER LIGHT FLUSH MOUNT II WITH LENS

FROM $16.99

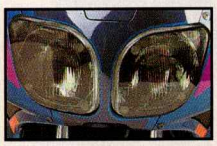
MARKER LIGHT FLUSH MOUNT III WITH FULL LENS

$12.99



MARKER LIGHTS SHORT STALK STYLE

SHORT STALK I	$10.99
SHORT STALK II	$12.99

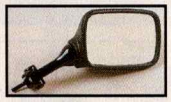


LP LIGHT LIDS

CLEAR/SMOKE	$17.99
AMBER	$27.99

CBR MIRROR

$26.99 EACH



ZX MIRROR

$26.99 PAIR

CARBON LOOK F-1 MIRROR- PAIR

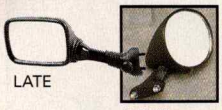
CARBON BLACK	$53.99
CARBON LOOK	$26.99
BLK OR WHT	$20.99

COWL MIRROR

$24.99 EACH

YZF MIRRORS

$26.99 PAIR



LATE CONE

GSXR MIRROR

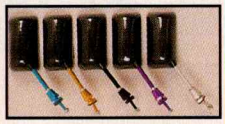
CONE STYLE-EA	$12.99
LATE STYLE-PR	$26.99

NINJA MIRROR

$12.99 EACH

BAR-END MIRROR

$21.99 EACH



FORMULA RACE CARBON MIRRORS

$53.99 PAIR

SAFETY WIRE

$12.99

SAFETY WIRE PLIERS

$29.99

SUPER SAVINGS

KRYPTONITE WIRE LOCK BARBED WITH EV DISC

REG. 71.70 **SALE $39.97**

BIEFFE

SALE

BIEFFE AIRTECH HELMET

SNELL 95 AND DOT APPROVED
Y2 RED/BLK/PURP/SIL SHOWN
WHT OR BLK:
REG. 104.99 **SALE $98.97**
MULTI:
REG. 109.99 **SALE $104.97**

BIEFFE GPR HELMET

SNELL 95 AND DOT APPROVED
BIAGGI SHOWN
WHITE **$260.99**
REPLICAS **$309.99**

SALE

BIEFFE PREDATOR HELMET

SNELL 95 AND DOT APPROVED
REG. 219.99 **SALE $202.97**

SALE

BIEFFE B8 HELMET

SNELL 95 AND DOT APPROVED
K1 WHT/BLUE/BLUE SHOWN
REPLICA:
REG. 124.99 **SALE $115.97**
MULTI:
REG. 99.99 **SALE $78.97**
WHITE:
REG. 89.99 **SALE $71.97**

SALE

O'NEAL ST-899 HELMET

SNELL 95 AND DOT APPROVED
RD/BLK SHOWN
REG. 152.99 **SALE $99.97**

MOTION PRO MERCURY CARBURETOR SYNCHRO TUNERS

$64.99

OCELOT DELUXE HELMET BAG

BLACK **$15.99**

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THH T-793 HELMET

SNELL APPROVED
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MULTI **$106.99**
SOLID **$89.99**

THH T-888 CLASSIC HELMET

DOT APPROVED
$64.99

THH T-380 HELMET

DOT APPROVED
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SHOEI SYNCROTEC HELMET

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BLACK SHOWN
WHT OR BLK **$388.99**
COLORS **$399.99**

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METALLICS **$275.99**
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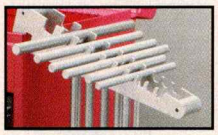
UNIVERSAL VISTA CRUISE

$25.99

Motion Pro



MOTION PRO T-HANDLE TOOL RACK

$24.99

T-HANDLE WRENCHES

$29.99

LP LOCKHART PHILLIPS USA

LP GLASMASK TANK TOP

FULL- **$40.99**
HALF- **$31.99**
EMBROIDERED- **$35.99**
CARBON LOOK- **$44.99**

TOUR MASTER CORTECH SADDLEBAG

BLACK
$139.99

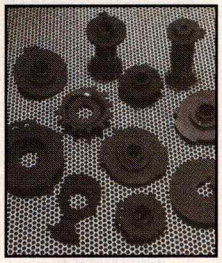
TOUR MASTER CORTECH TAILBAG

BLACK
$76.99

TOUR MASTER NYLON SLANT SADDLEBAGS

LARGE-**$71.99**
XLARGE-**$80.99**

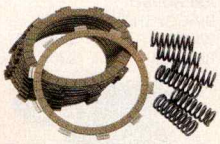
VANCE & HINES



VANCE & HINES IGNITION ADVANCERS

FROM $42.96

EBC



EBC STREET RACER CLUTCH KIT

FROM $39.99

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NATIONAL CYCLE PLEXIFAIRING™ 3

FROM $97.99

NATIONAL CYCLE PLEXISTAR 2

FROM $97.99

COBRA

COBRA SUPERBIKE MUFFLER

F1- **$149.99**
F1R- **$204.99**

national cycle

NATIONAL CYCLE TOURING HEAVY DUTY™ WINDSHIELD

$142.99

NATIONAL CYCLE RANGER HEAVY DUTY™ WINDSHIELD

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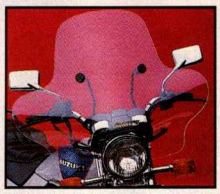
NATIONAL CYCLE STREET SHIELD

FROM $73.99

NATIONAL CYCLE DEFLECTOR SCREEN

FROM $50.99

slip streamer



SLIP STREAMER III® S-03 'THE ORIGINAL'

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FROM $96.99

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SUPERTRAPP

VANCE & HINES

Available Call For Pricing

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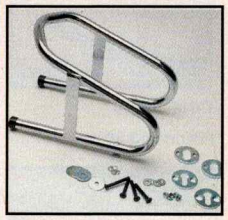
PANTS- BLACK
$107.99

HEADLIGHT BULBS

YELLOW H4 12V 60/65W
$11.99
GOLD H4 12V 60/55W
$18.99
BLUE H4 12V 60/55W
$16.99
ULTRA WHT H4 12V 60/55W
$15.99
ALL WEATHER H4
$14.99



POP CHOCKS

SECURES MOTORCYCLE FOR TRAVEL
$38.99

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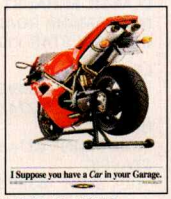
DAINESE

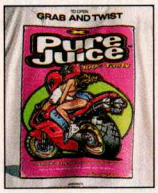
XTREME

XTREME T-SHIRTS

M-XL	$17.95
XXL	$19.95

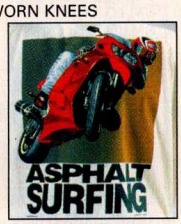


WHAT'S IN YOUR GARAGE



PURE JUICE

WORN KNEES



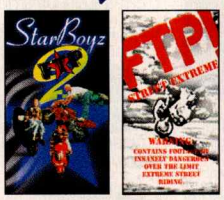
ASPHALT SURFING

I BRAKE FOR CHICKS

ONE GOOD TURN

EENIE MEANIE

IMPACT VIDEO



IMPACT VIDEOS

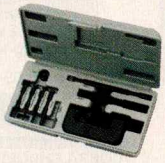
STARBOYZ	$24.95
FTP	$24.95
MACH 2	$24.95

NELSON-RIGG

NELSON RIGG STORM RIDER PANT & JACKET 2 PIECE RAINSUIT

$34.99

Motion Pro



MOTION PRO CHAIN PRESS KIT

KIT $85.99

FACTORY

FACTORY PROFESSIONAL TUNING COMPONENTS

•STG 1 CARB KITS
•STG 3 CARB KITS
•IGNITION ADVANCERS
•SHIFT KITS

CALL FOR APPLICATIONS AND PRICING

DAINESE LUCE JACKET

$519.00

DAINESE TH1 JACKET

$629.00

DAINESE TRANSFORMER TEXTILE JACKET

$329.00

DAINESE TATTOO JACKET

$629.00

DAINESE IMATRA JACKET

$529.00

DAINESE FLASH 2 JACKET

$699.00

DAINESE K SUIT 1 PIECE

WHITE/RED/BLACK

$1345.96

DAINESE P103 PANTS

$399.00

DAINESE NATION DRYLINE PANTS

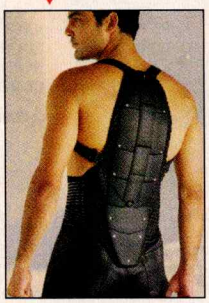
$299.00

ERGON EVO 1 PLAIN HELMET

$369.00

BACK SPACE T2

$119.00



DAINESE BACK SPACE

SPACE 1, 2, AND 3

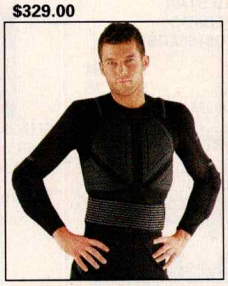
$179.00

DAINESE SAFETY JACKET AIR

$299.00

DAINESE SAFETY JACKET 20

$329.00



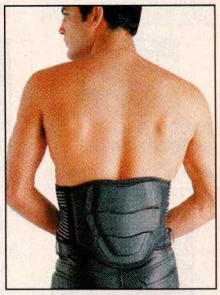
DAINESE SUMMER SAFETY JACKET

$258.00

DAINESE BACK SPACE

G1, AND G2

$73.00



DAINESE BAP 2000/3

$73.00

DAINESE BAP 2000/4

$83.00

DAINESE BAP 2000/5

$84.00

DAINESE BAP 2000/8

$144.00

DAINESE BAP 2000/9

$154.00

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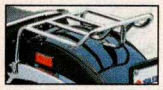
SADDLEBAG SUPPORT BARS

ROAD STAR $69.95
V STAR $69.95
SUZUKI $52.95

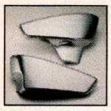
ENGINE GUARDS

ROAD STAR $99.95
V STAR FROM $91.95
VULCAN $87.95
INTRUDER $79.95



LUGGAGE RACKS

ROAD STAR $89.95
V STAR $86.95
INTRUDER LC SOLO $83.95



CHROME SIDE COVERS

SHADOW VLX $99.99
VALKYRIE $150.00
VULCAN $184.95

COVERS

VENTURE EXPNDBLE. $124.95
INTRUDER LC $118.95
V STAR $79.95

V STAR CHROME BATTERY SIDE COVERS

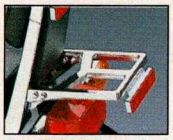
$59.95

ROAD STAR/ROYAL STAR/V STAR CHROME GRIPS

$54.95

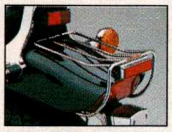
V STAR CHROME RIDER FLOORBOARDS

$159.95



REAR CARRIERS

SHADOW VLX (SQUARE) $85.00
ACE/ACE 750/ ACE TOURER (CHROME) $158.93
VALKYRIE/ VALKYRIE TOURER (CHROME) $111.00
INTRUDER $169.95



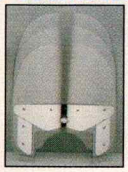
REAR FENDER RACKS

ROAD STAR $89.95
V STAR $89.95
INTRUDER $54.95
INTRUDER LC CHROME $74.95

CHROME MASTER CYLINDER COVERS

ROAD STAR $19.95
V STAR $16.95

YAMAHA



ROAD STAR SILVERADO WINDSHIELDS

TALL	$302.84
REPL.	$169.95
MEDIUM	$299.95
REPL.	$165.70
SHORT	$299.95
REPL.	$169.95
MOUNTS	$89.95

ROAD STAR/V STAR/ VENTURE BILLET HANDLEBAR CLAMP

BALL MILLED $61.95

ROAD STAR/ROYAL STAR/VENTURE/V STAR BILLET MIRRORS

$99.95

HONDA

VALKYRIE/ VALKYRIE TOURER CHROME SWINGARM PIVOT COVERS

$92.95

WINDSHIELDS

SHADOW ACE 750 CRUISER $136.50
ACE DELUXE $140.99
SHADOW VLX $73.13
VALKYRIE CHROME $560.00

Kawasaki

KAWASAKI NOMAD™ STEERING HEAD COVERS

$94.95

KAWASAKI ARLEN NESS™ "ALTERNATIVES" CHROME MIRRORS

$44.95

SUZUKI

SUZUKI INTRUDER LC SOLO SEAT TRIM

$79.95

SUZUKI INTRUDER CHROME RADIATOR COVER SET

$89.95

SUZUKI INTRUDER LC CHROME FRAME COVERS

$39.95

SUZUKI INTRUDER LC CHROME BATTERY COVER

$34.95

TOUR MASTER TANK DIVIDER A.C.E.

$22.99

CRUISER BAG SISSY BAR/ TRAVELCASE

CASE/BAG
XL CLASSIC $197.99
XLRIVET $215.99
L CLASSIC $179.99
L RIVET $188.99
SISSYBAR CASE
S CLASSIC $58.99
S RIVET $62.99
TOOLBAG #305
CLASSIC $31.99
RIVET $35.99

CRUISER BAG BOX SADDLEBAG

XLCLASSIC $107.99
XLRIVET $116.99
L CLASSIC $85.99
L RIVET $89.99
M CLASSIC $71.99
M RIVET $76.99

CRUISER BAG SLANT SADDLEBAG

XLCLASSIC $134.99
XLRIVET $143.99
L CLASSIC $125.99
L RIVET $134.99
M CLASSIC $98.99
M RIVET $107.99

CHASE HARPER

CHASE HARPER BREEZE BUSTER

$30.99

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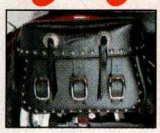
$84.99

TRAVELCADE



TRAVELCADE DESPERADO RIGID MOUNT SADDLEBAG

HONDA SHADOW 1100 AND ACE 87-96
KAWASAKI VULCAN 800 95-96
SUZUKI INTRUDERS ALL 700-1400 85-96
H-D SPORTSTER 85-93
H-D SPORTSTER 94-96
H-D DYNA 91-95

$219.99

COBRA

COBRA FOOTPEGS

$82.99

COBRA LICENSE PLATE BACK

$44.99

COBRA REAR LUGGAGE RACKS

$80.99

COBRA LIGHTBARS

FROM **$179.99**

COBRA CHROMED SADDLEBAG SUPPORTS

$62.99

COBRA BILLET RISERS

FROM **$89.99**

COBRA RESERVOIR COVERS

$26.99

COBRA BILLET OIL CAPS AND DIPSTICKS

OIL FILLER CAP $22.99
OIL DIPSTICK $35.99

COBRA DRIVE SHAFT COVERS

$36.99

COBRA FREEWAY BARS

$134.99

COBRA CHROME COVERS

$36.99

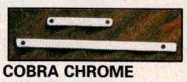
COBRA SISSY BAR

MAGNA 94-00
ACE 750 99
VT1100 87-96/SPIRIT 98-00
ACE 95-98/TOURER 98-00
AERO 98-00
VS1500 INTRDR. 98-00
VULCAN 800A/B 95-00, 1500D/E 96-00,1500G
NOMAD 98-00
V-STAR 650 CLASSIC 98-00
V-STAR 1100 99-00
ROAD STAR 1600 99-00

$215.99

COBRA BOULEVARD FLOORBOARD KITS

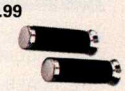
FROM **$179.99**



COBRA CHROME BRAKE RODS

VLX600 88-00
VF750C MAGNA 94-00
ACE 750 98-00
VT1100 87-96
VULCAN 800A/B 95-00

$26.99



GRAB-ON ROAD DELUXE GRIPS

STD, LONG, AND 1 INCH

$15.99

COBRA BOULEVARD EXHAUST AVAILABLE FOR MOST YAMAHA, HONDA, KAWASAKI AND SUZUKI CRUISERS!!!

COBRA COMPLETE CLASSIC EXHAUST FOR YAMAHA ROAD STAR & V STAR 1100

LO-BOYS
STAGGER $349.99
SHOTGUN $374.99
HI-BOYS
SHOTGUN $374.99
CLASSIC
DLX SLSH $399.99

COBRA BOULEVARD SUZUKI EXHAUST

2" DRAG PIPE **$299.99**

COBRA CUSTOM TAIL LIGHTS

TOMBSTONE $35.99
BOULEVARD $35.99

COBRA BILLET LICENSE PLATE FRAMES

SM/LG COBRA
SMALL VULCAN
FROM **$31.99**

UNIVERSAL VISTA CRUISE CONTROL

FITS MOST HON/KAW/SUZ/YAM

$25.99

national cycle

NATIONAL CYCLE HARD SIDED SADDLEBAGS

VT1100 C2 SHADOW ACE
VT1100 SHADOW/ SPIRIT
VT750 C/D ACE
VT1100 C3 AERO
GL1500C VALKYRIE
VN1500 A&L
VN800 A&B
VN1500 D/E CLASSIC
VZ800 MARAUDER
VL1500LC
XVS650 V-STAR CLASSIC
XVS650 CUSTOM
XVS1600 ROADSTAR/ WILDSTAR
XVS1100 CUSTOM

$450.96

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EAGLES GOGGLES

$27.99

OVER-GLASSES AVIATOR GOGGLES

$29.99

BOBSTER ACTION GOGGLES

$9.99

MAX GOGGLE

EXTREME $24.95
360 $18.95

RED BARON GOGGLES

$19.99

TROY LEE STREET PEAK

$21.99

BATTERY TENDER PLUS

REG. 52.99 SALE
SALE $34.97

XENA ALARM DISC LOCK

YELLOW $49.99
CHROME $56.99

CHATTERBOX HJC-2002 ALARM SYSTEM

$71.99

HIGHWAY ONE TRADITIONAL JACKET

SM-LG $104.99
XL-XXL $113.99

HIGHWAY ONE OUTLAW CONCHO

VEST $66.99
CHAPS $123.99

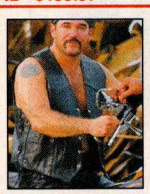
HIGHWAY ONE TRADITIONAL CHAPS

$104.99

SALE

HIGHWAY ONE LEATHER DUSTER

REG. 237.99
SALE $179.97
XXL $199.97



HIGHWAY ONE LACED VEST

$66.99

HIGHWAY ONE LADIES FRINGED VEST

$47.99

HIGHWAY ONE WEATHERED ANTIQUE JACKET

FROM $113.99

HIGHWAY ONE BUFFALO NICKLE LACE VEST

FROM $142.99

HIGHWAY ONE ROUTE 66 JACKET

$169.99

CHROME GEAR 'SCOOTER JACKET'

$142.99

CHROME GEAR BRAIDED JACKET

$256.99

CHROME GEAR LEATHER CHP JACKET

FROM $303.99

CHROME GEAR LEATHER KIDNEY BELT

$56.99

BIEFFE DGM HELMET

DOT APPROVED
$84.99

CUSTOM CHROME SLC-1 PHOENIX BEANIE HELMET

DOT APPROVED
$29.99

SALE

SRS TOURING JACKET

REG. 249.99
SALE $179.97

SALE

SRS CRUISER JACKET

REG. 299.99
SALE $199.97

HEIN GERICKE BOOST

JACKET $244.99
PANTS $194.99

VR-1 CHOPPER GERMAN STYLE HELMET

DOT APPROVED
$49.99

THH T-67 BEANIE HELMET

DOT APPROVED
BLK $34.99
CHROME $39.99

THH T-7 HELMET

DOT APPROVED
$49.99

THH T-5 HELMET

DOT APPROVED
$36.99

SHOEI ST-CRUZ HELMET

DOT APPROVED
FROM $143.99

POLISHED ALUMINUM SKULL LIC. PLATE FRAME

$37.95

SALE

DOWCO GUARDIAN COVERS

SIZE	REG.	SALE
45	52.99	$36.97
50	54.99	$40.97
100	64.99	$47.97
125	71.99	$50.97
150	77.99	$58.97

TOURMASTER SISSY BAR TOOL BAG

CLASSIC $34.99
RIVET $39.99

TRAVELCADE GEL CUSHION

SMALL $48.99
LARGE $58.99

CDL T-BAGS

ORIG. NON-EXPANDING $110.00
LONE STAR $199.95
EXPANDABLE $145.00
UNIVERSAL EXPANDABLE $160.00
DAYPACK/BACKPACK $99.00

WILLIE & MAX FLEETSIDE SLANT SADDLEBAG

$109.99

WILLIE & MAX DELUXE SISSY BAR BAG SBB451

$28.99

WILLIE & MAX BLACK MAGIC SADDLEBAG SB708

$104.99

WILLIE & MAX BLACK MAGIC SISSY BAR BAG SBB411

$34.99

WILLIE & MAX BLACK MAGIC TOOL POUCH TP282

$34.99

WILLIE & MAX STANDARD BRAIDED SADDLEBAG SB230

$64.99

NATIONAL CYCLE CRUISERLINER HARD SIDED SADDLEBAGS

HARDWARE SOLD SEPARATELY
$450.96

NELSON RIGG STORM RIDER PANT & JACKET 2 PIECE RAINSUIT

$34.99

KRYPTONITE BARBED WIRE W/EV DISC LOCK

REG. 51.99 SALE
SALE $39.97

KRYPTODISCO DISC LOCK

YELLOW $13.99
CHROME $15.99

CUSTOM CHROME DIE CAST MIRRORS

$34.99 EACH

MIRAGE MIRRORS SLOTTED (SET)

$63.60

FLAMED LEATHER GRIP COVERS W/FRINGE

$42.70

GRAB-ON ROAD DELUXE GRIPS

$15.99

NATIONAL CYCLE HEAVY DUTY WINDSHIELD

$142.99

NATIONAL CYCLE FLY SCREEN

FROM $60.99

NATIONAL CYCLE BEADED WINDSHIELD

$163.99

IRON CORE T-SHIRTS

M-XL $22.95
XXL $24.95

PRO GRIP SKULL GRIP

$11.99

PRO GRIP BILLET ALUMINUM GRIPS

$45.99

PRO GRIP BIG CRUISER GRIP MODEL 860

$10.99

PRO GRIP TOURING GEL GRIP MODEL 862

$11.99

PRO-GRIP LEATHER CRUISER GRIPS

$10.99

CHROME AND RIBBED RUBBER HANDLEBAR GRIP SET

$23.70

SOFT TOUCH GRIP SET

$19.90

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AGVSPORT

AGV RAGE JACKET
BLK/GRY/GUN SHOWN
REG.289.99 **SALE:$239.97**

AGV IMOLA JACKET
BLK/YEL/GUN/WHT
REG.249.99 **SALE: $209.97**

AGV SPORT 2 JACKET
WHT/BLU/BLK SHOWN
REG.229.99 **SALE: $189.97**

AGV RIDER JACKET
REG.159.99 **SALE: $129.97**

DAINESE MAX 1 JACKET
RED/BLACK
$286.99

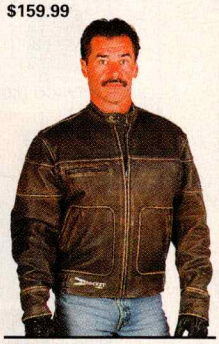
DAINESE TATTOO JACKET
BLK/WHT SHOWN
FROM $614.96

JOE ROCKET

JOE ROCKET TAHOE JACKET (MENS)
BLACK SHOWN
$309.99

JOE ROCKET BALLISTIC 3.0 JACKET
BLK/BLU/GRY SHOWN
$229.99

JOE ROCKET REFLEX JACKET
BLACK SHOWN
$159.99



JOE ROCKET V-SPORT JACKET
ANTIQUE BRN SHOWN
$389.99

DAINESE

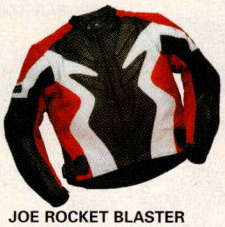
DAINESE EYES JACKET
GREY SHOWN
$339.99

JOE ROCKET HARD DRIVE JACKET
BLACK/GOLD SHOWN
$309.99

JOE ROCKET METEOR 3.0 JACKET
BLK/ORG/WHT SHOWN
$189.99

JOE ROCKET ATOMIC JACKET
BLK/RD/WHT SHOWN
$129.99

JOE ROCKET MONTEREY JACKET
BLACK ONLY
$259.99



JOE ROCKET BLASTER JACKET
BLK/RD/WHT SHOWN
$289.99

JOE ROCKET ROCKET 88 JACKET
BLK/CHRY /CRME SHOWN
$439.99

JOE ROCKET BLASTER PANT
$239.99

JOE ROCKET BULLDOG PANT
$339.99

JOE ROCKET SONIC JACKET
BLK/CHECKER SHOWN
$289.99

JOE ROCKET SPEEDMASTER JACKET
YEL/BLK/CHRM SHOWN
$439.99

JOE ROCKET SPEEDWAY JACKET
BLACK SHOWN
$389.99

ELITE RAINSUIT
PANT- **$26.99**
JACKET- **$44.99**

ELITE NOMEX® RAINSUIT PANT
WITH HEAT SHIELD PANELS
$49.99

JOE ROCKET BALLISTIC 3.0 (MENS) PANT
$139.99

JOE ROCKET JEAN (MENS & WOMENS) PANT
$89.99

AGV CARBON 7 PRO GLOVE
WHT/RD/ BLK SHOWN
REG. 94.99 **SALE: $79.97**

AGV PRISMA GLOVE
WHT/RD/BLK SHOWN
REG. 99.99 **SALE: $69.97**

AGV IMOLA GLOVE
WHT/YEL/GUN SHOWN
$44.99

02: AGV CORSA 2 GLOVE
BLK/PURP/YEL SHOWN
$34.99

AGV RAGE GLOVE
WHT/BLU/BLK SHOWN
REG. 27.99 **SALE: $24.97**

BUSE CARBONTEC GLOVE
BLACK/BLUE SHOWN
$189.99

JOE ROCKET V-SPORT GLOVE
BLK/CREME SHOWN
$48.99

JOE ROCKET HIGHSIDE GLOVE
YEL/BLK SHOWN
$48.99

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Willie and Max

WILLIE & MAX FLEETSIDE SLANT SADDLEBAG
16"W X 11"H X 6.5"D
$109.99

WILLIE & MAX BLACK MAGIC SADDLEBAG SB708
11" X 9.5" X 5"
$104.99

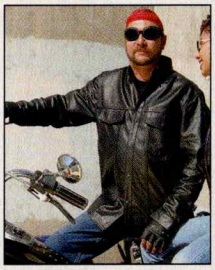
WILLIE & MAX BLACK MAGIC SISSY BAR BAG SBB411
8" X 10" X 4.5"
$34.99

WILLIE & MAX BLACK MAGIC TOOL POUCH TP282
12" X 5" X 2.5"
$34.99

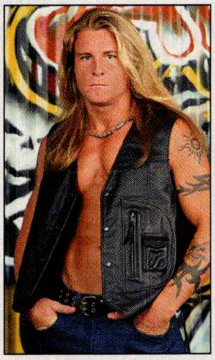
WILLIE & MAX DELUXE SISSY BAR BAG SBB451
10" X 7.5" X 3.5"
$28.99

HIGHWAY one

HIGHWAY ONE ROADRACER LEATHER JACKET
$149.99



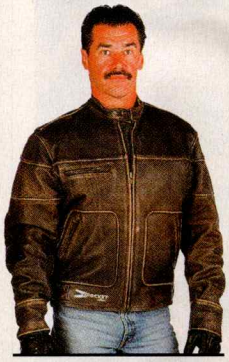
HIGHWAY ONE DAY TRIPPER LEATHER SHIRT
$124.99



HIGHWAY ONE OUTLAW KIDNEY POCKET VEST
$69.99

HIGHWAY ONE OUTLAW CONCHO VEST
$74.99

JOE ROCKET



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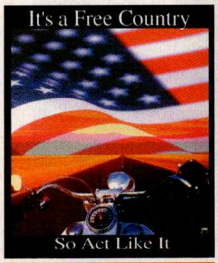
JOE ROCKET SPEEDWAY JACKET
BLACK SHOWN
$289.99

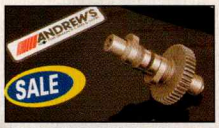
JOE ROCKET MONTEREY JACKET
BLACK ONLY
$259.99



IRON CORE T-SHIRTS
FALLEN ANGEL, CREATION, MOTORHEAD, EVIL TWIN, EAT BUGS, FREE COUNTRY, HARD TAIL, NEVER YIELD, IRON CORE LOGO, LEG MAN, LAB RATS

M-XL	**$22.95**
XXL	**$24.95**

ANDREW'S



ANDREWS CAMS FOR EVOLUTION BIG TWINS
EV13, EV27, EV3, AND EV46
SALE $153.97

CRANE FIREBALL CAMS FOR EVOLUTION BIG TWIN

	SALE
300-2B	**$133.97**
200-2B W/OUT GEAR	**$89.97**

SKULL POINT COVER
SALE $25.99

SKULL POINT COVER 70-99 BIG TWIN
SALE $27.99

KRYPTONITE
Tough World. Tough Locks

KRYPTONITE NEW YORK CHAIN™ WITH YELLOW EV DISK LOCK™
REG. 119.99
$89.97

PHOENIX SLC-1 BEANIE HELMET
DOT APPROVED, GLOSS OR FLAT BLACK FINISH, 2.2LBS. WITH REMOVABLE VISOR
$29.99

BRIDGESTONE

BRIDGESTONE FIRESTONE VT-01

FRONT	REG.	SALE
80/90-21 BW TT	76.99	52.97
100/90-19 BW TL	79.99	54.97
130/90-16 BW TL	90.99	61.97
REAR		
130/90-16 BW TL	106.99	72.97

KENDA

KENDA K657 CHALLENGER

FRONT	REG.	SALE
130/90H16	35.99	30.97
90/100H21	32.99	28.97
100/90H18	30.99	30.97
REAR		
130/90H15	34.99	29.97
140/90H15	38.99	31.97
120/90H16	34.99	28.97
130/90H16	35.99	30.97
140/90H-16	41.99	36.97
130/90H17	35.99	31.97
110/90H18	31.99	27.97
120/90H18	34.99	28.97
130/90H18	35.99	31.97

MICHELIN

MICHELIN COMMANDER

FRONT	REG.	SALE
100/90-19 57H TL/TT	67.99	63.97
80/90-21 48H TL/TT	76.99	65.97
MT90B16-16 71H TL/TT	74.99	79.97
MH90-21 56H	76.99	65.97
REAR		
130/90-16 73H TL/TT	86.99	79.97
MT90B16-16 74H TL/TT	86.99	79.97
140/90H16 77H	88.99	82.97

EXCEPTIONAL QUALITY!

RETRO AVIATOR GOGGLES
COMES COMPLETE WITH COLLECTORS BOX AND REPLACEMENT LENSES
$89.99

DUNLOP

DUNLOP D401 ELITE S/T

FRONT	REG.	SALE
90/90H19 TL	79.99	69.97
100/90H19 TL	81.99	70.97
REAR		
130/90HB16 TL	97.99	85.97

DUNLOP CRUISEMAX

FRONT	REG.	SALE
130/90H16 RWL	93.99	89.97
130/90H16 BW	87.99	83.97
130/90H16 WWW	93.99	81.97
120/90H18	87.99	83.97
100/90H19 RWL	73.99	62.97
110/90H19 RWL	77.99	73.97
80/90H21 BW	77.99	73.97
REAR		
140/90H15 RWL	98.99	83.97
140/90H15 BW	90.99	77.97
150/90H15 RWL	100.99	85.97
170/80H15 RWL	112.99	96.97
140/90H16 RWL	107.99	83.97
140/90H16 BW	99.99	85.97
140/90H16 WWW	107.99	102.97
150/80H16 RWL	104.99	100.97
150/80H16 WWW	104.99	100.97

DUNLOP GT501

FRONT	REG.	SALE
100/80V19	92.99	76.97
REAR		
150/80VB16	123.99	105.97

METZELER

METZLER ME 880 MARATHON

FRONT	REG.	SALE
130/90H16	96.99	84.97
150/80H16	109.99	95.97
120/70VB17	98.99	86.97
120/80V17	101.99	89.97
150/80HR17*	151.99	131.97
110/90H18	99.99	101.97
120/90H18	101.99	88.97
130/70HR18	136.99	76.97
100/90H19	87.99	76.97
110/90H19	91.99	80.97
80/90H21	85.99	74.97
REAR		
140/80HB15	122.99	107.97
140/90HB15	118.99	103.97
150/80VB15	125.99	109.97
150/90HB15	129.99	113.97
180/70HB15	136.99	119.97
130/90HB16	111.99	97.97
140/90HB16	122.99	107.97
150/80HB16	137.99	120.97
160/80HR16	176.99	135.97
180/70HR16*	202.99	148.97
140/80HB17	140.99	107.97
160/70VB17	124.99	108.97

*VALKYRIE REPLACEMENT

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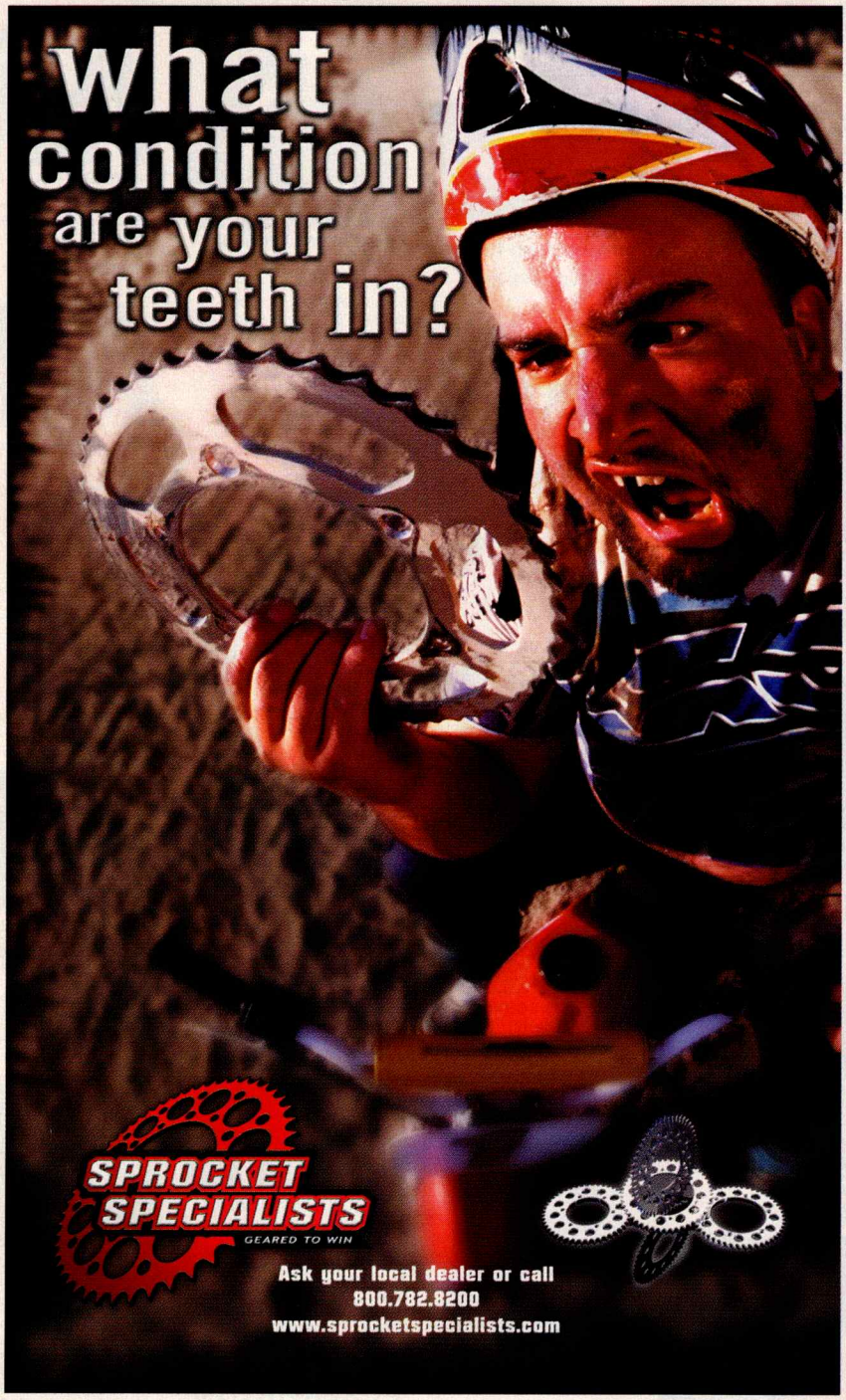
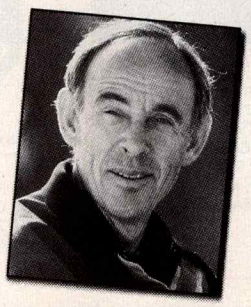


"One of the big issues for all of us is land use. But the issue of health care discrimination is really scary. The AMA needs more members and more money to publicize these issues."

Malcolm Smith



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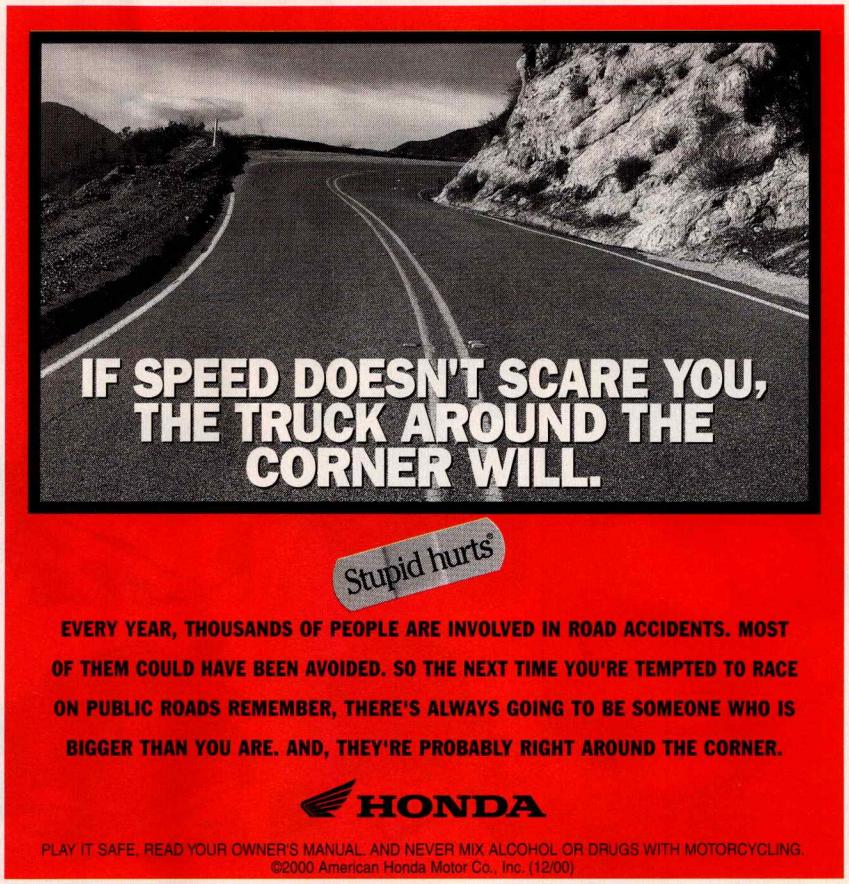
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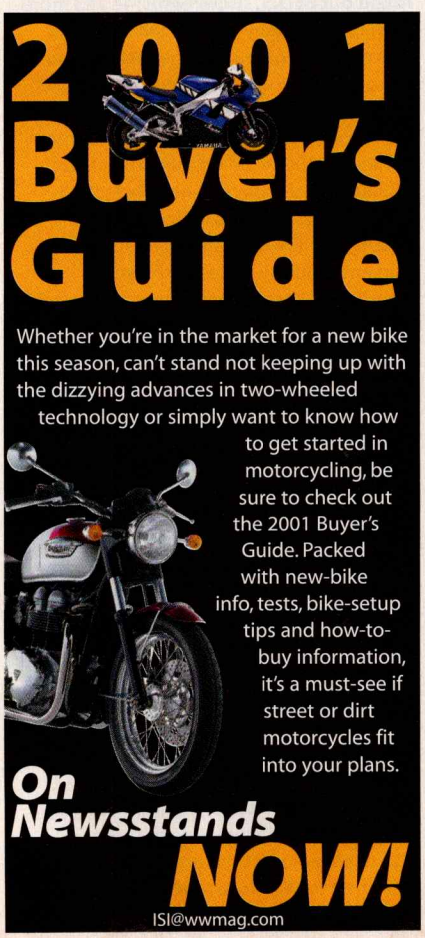
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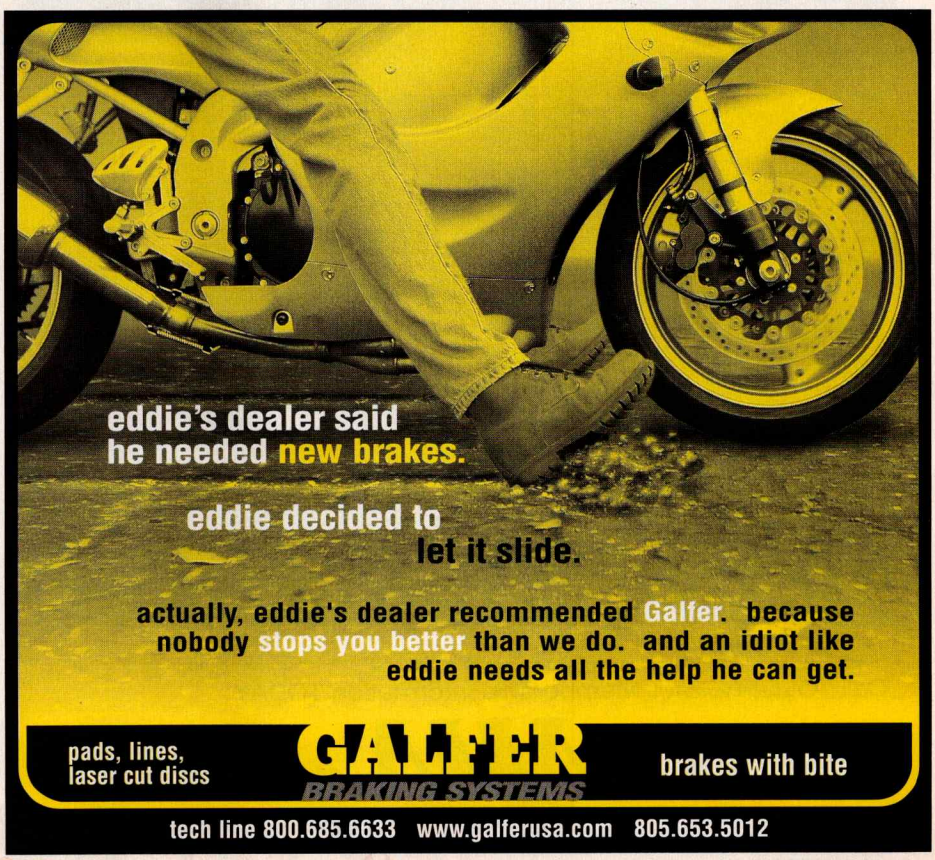
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Dear Paul,

I just returned from a trip to San Luis Obispo and back. I spent most of the day at well over ~~85~~ miles an hour and occasionally explored the upper limits of the bike. Wow! Bumps, expansion joints, mid corner rocks, 10,000 rpm tire spinning corner exits are now dispatched with alacrity. I can ride like a total idiot*. Your suspension inspires a frightening amount of confidence.

This is not the motorcycle I drove off the dealer's lot. Whatever my next bike is, you can be sure that the first stop will be at Race Tech.

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Sincerely,
Robin Olson

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TEAR-OFFS

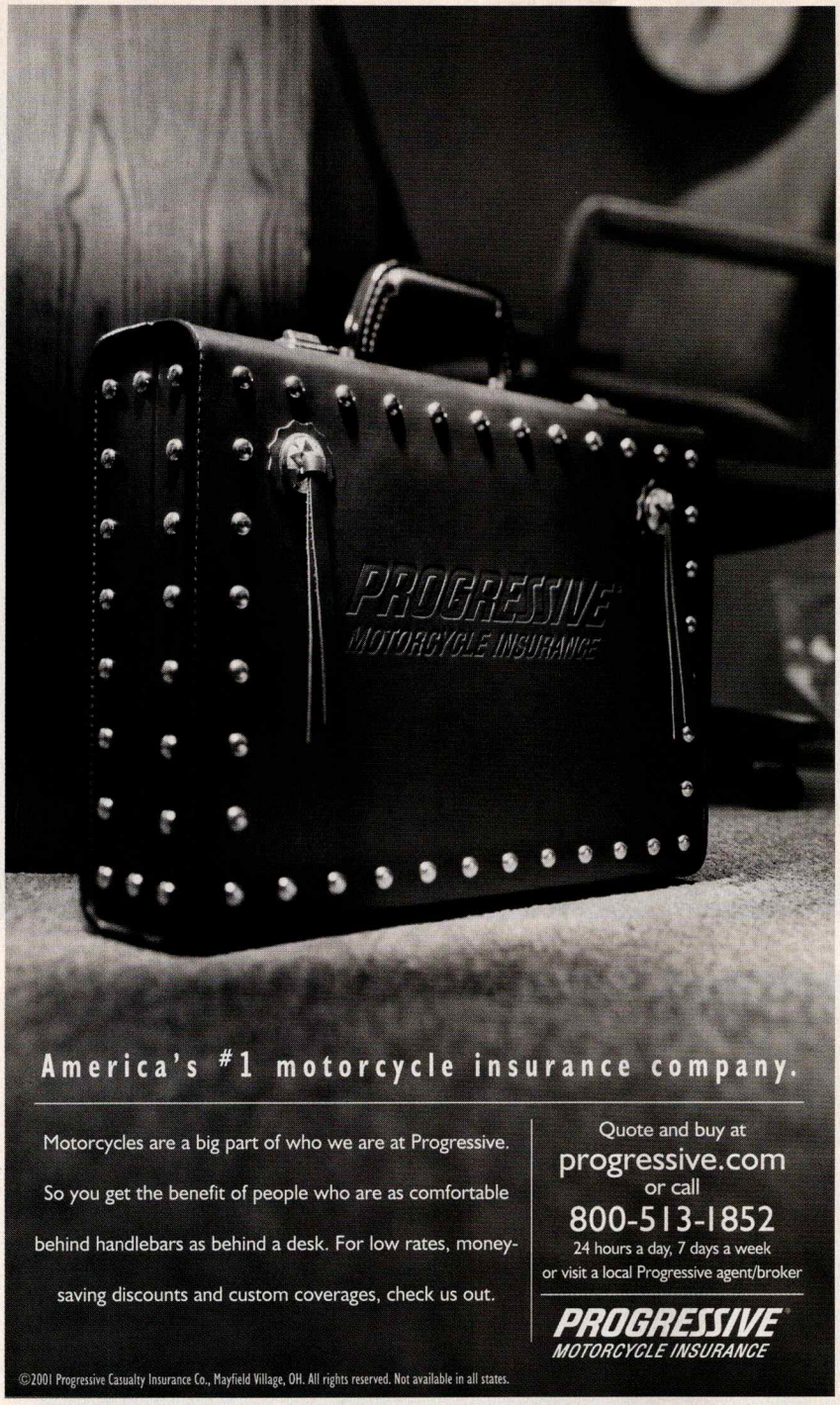
continued from page 38

minimal instrumentation and fat, semi-knobby tires. Up front, a regular fork will offer no adjustment, and out back the twin rear shocks have been ditched in favor of a monoshock. Now that you've got monkey fever, we're sad to report American Honda has no plans to offer the bike in the States, but importers might be able to bring it across the pond for you.

■ **The founder of American Honda, Kihachiro Kawashima, passed away at the age of 81.** According to Honda, he fell victim to complications from acute pneumonia. In 1959, Kawashima was chosen to head up a new division of Honda based in America—a bold move at the time for the Japanese company. Americans perceived foreign companies as, well, foreign, and motorcycles in particular were seen in a negative fashion. Shortly after establishing Honda in America, the company rolled out its "You meet the nicest people on a Honda" advertising campaign, which cast motorcycles and the people who ride them in a warm and fuzzy light, and helped pave the way for Honda to eventually become the number-one seller of motorcycles in America.

■ In 2000, **174,376 Honda motorcycles rolled out of U.S. showrooms;** 44,743 more than the company sold in '99. That 34.5 percent sales gain put American Honda back on top of an industry-wide 27.3 percent sales gain and on course to increase worldwide sales from 5.14 million motorcycles in 2000 to seven million by March of 2004. On the pavement side, Honda cruisers account for a major part of the upsurge. While the category gained 20 percent industry wide for the year, Honda's 2000 cruiser numbers were up 52 percent over 1999, with Shadow VLX and Shadow A.C.E. 750 sales accounting for much of the jump. Despite post-election predictions of a gloomy financial future, Honda Motorcycle Press Manager Pete terHorst sees good things on the horizon for the motorcycle business. "One of the most encouraging trends in 2000 was a 50 percent increase in XR sales, with even greater gains in small dirt bikes like the XR50. That means more families and more young people getting involved in motorcycling, which makes the future look good for everyone. These numbers are a tangible sign that our three-year Performance First commitment is working, and there are plenty of new models on the way."

■ From the "We'll do anything to get ratings" department comes news that a San Francisco radio station recently encouraged motorists to **stick it to lane-splitters by**



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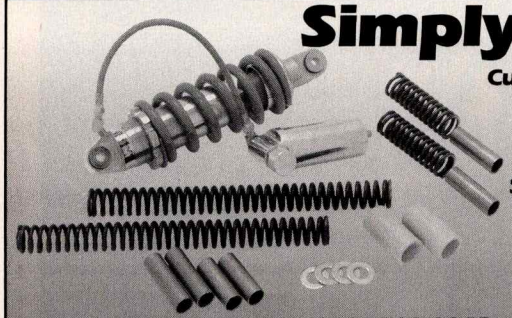

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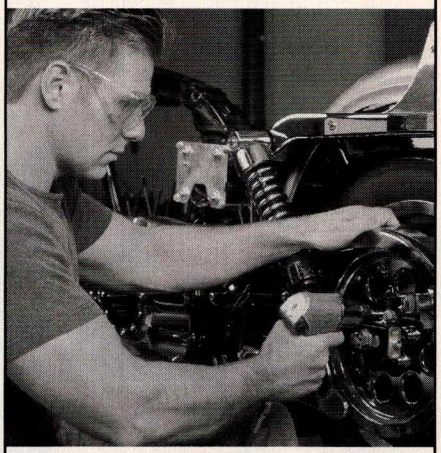

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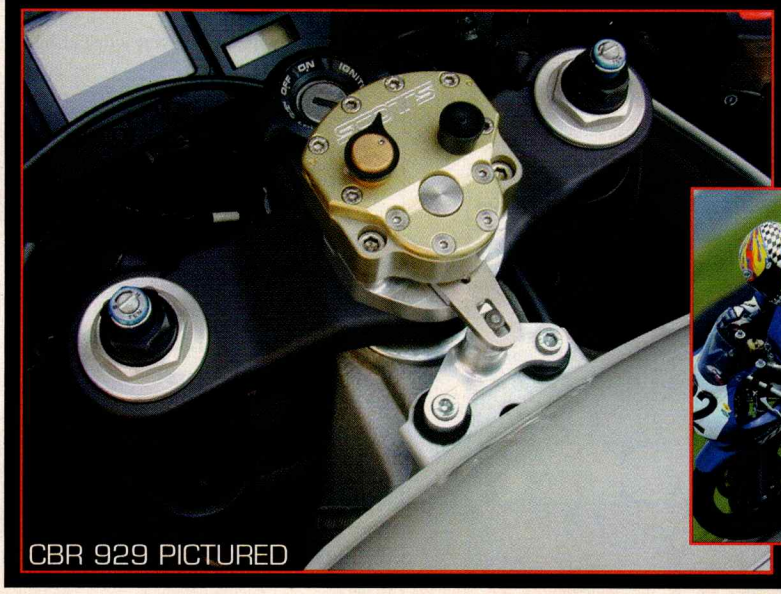

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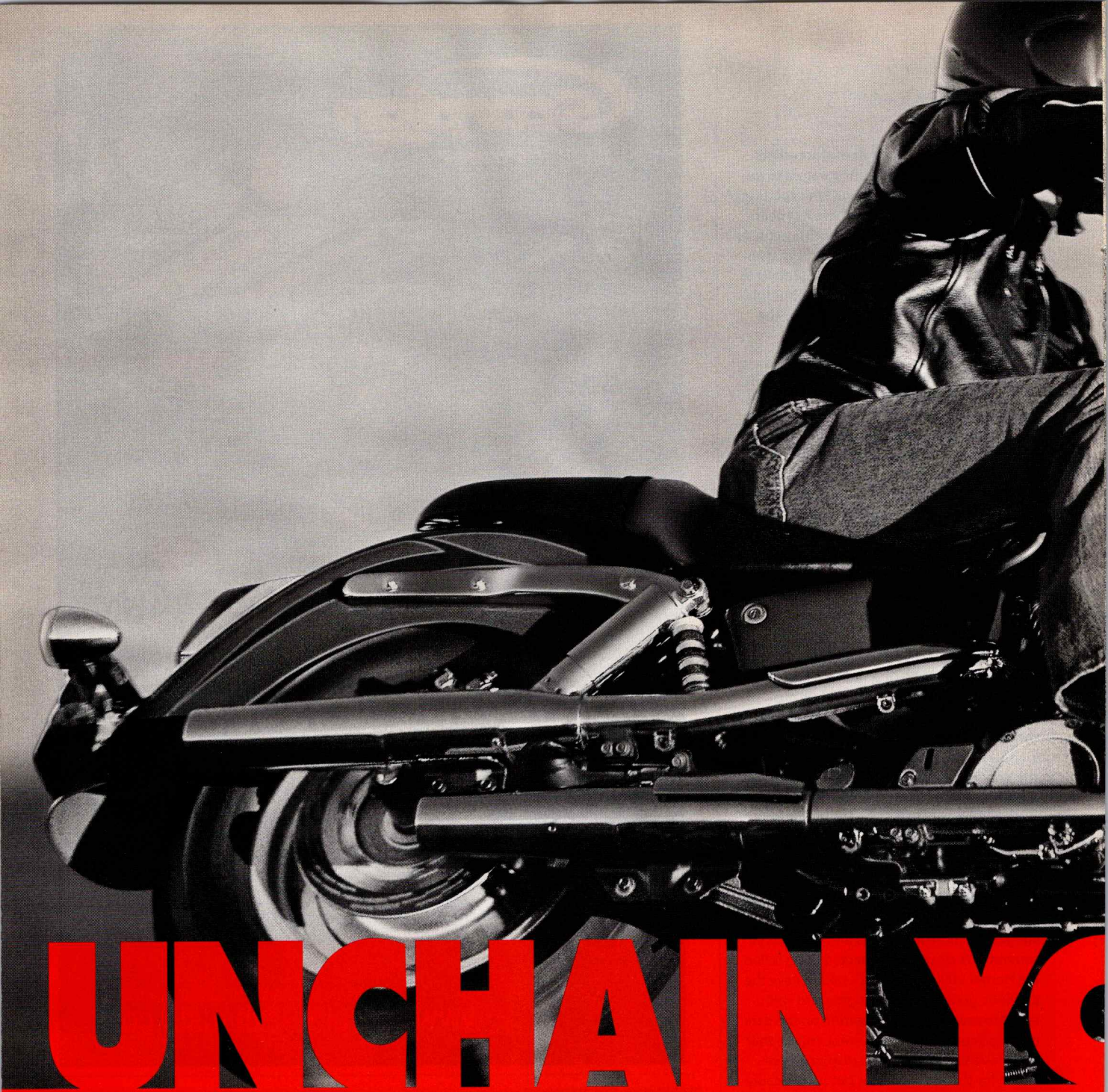
opening their car doors as motorcyclists pass. Motorists were also encouraged to run said bikers down, even though lane-splitting is, in fact, legal in California. There has been no word as to whether any motorists actually followed the advice of the disc jockeys, who desperately want to be controversial. Calls to the radio station were not returned, but this station in particular boasts that it has, "the planet's most offensive DJs."

■ The AMA has announced dates and destinations for its small group of **2001 motorcycle tours.** Bikers with wanderlust will be happy to know the AMA is offering eight tours this year, including a selection of tours throughout the United States, as well as jaunts across New Zealand, South Africa, and even a trip to bloody England and the Isle of Man. For more info surf to www.amadirect.com, or contact Frank Covucci or Brenda Finney at (800) 262-5646.

■ Speaking of the AMA...if you **live in New York** and want an AMA license plate for your bike or car, call the New York Department of Motor Vehicles at (800) 364-PLATES. So far about 200 people in New York have purchased the plates, which are adorned with the AMA's red, white and blue logo. The plates aren't a promotion for the AMA, according to the organization, but instead a way for people to show they're proud to be a motorcyclist, and proud to be an AMA member.

■ Honda is hoping to bolster the bottom line by bringing a **naked version of the CBR929RR** to the United States in 2002 or 2003. We've said this before, but the rumors are getting more numerous and detailed, so something's clearly up. Expected to be called the Hornet 900 in Europe, it's said to have the previous-generation 900 engine and carburetors to save costs. We're betting on the dark horse: a version with the current engine that may have the new 1000cc displacement slated for the 929 next year but it's probably equal odds that it'll stay a 929cc to maintain some performance distance to the CBR-RR. Either way, it's looking more likely that a naked 900 is on the way. Why let the FZ1 and ZRX12 have all the fun, eh?

■ **Triumph Motorcycles is eyeing the burgeoning motorcycle market in Japan,** and making plans to attack from the sea like a radioactive lizard. According to a report in the *Financial Times*, Triumph really wants a piece of the Japanese market, and describes it as "huge." Triumph has announced plans to concoct a 40-dealer network as well as a wholly owned subsidiary in the land of the rising sun, with hopes to eventually sell 10 percent of its bikes in Japan.



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HONDA

STREETBIKE SURGERY

Super SV

Tweaking a staff favorite, the SV650

By Marc Cook

Photos By James Brown

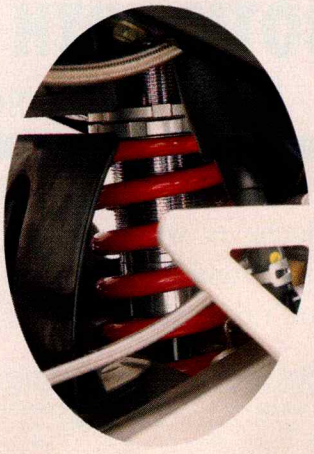
SUZUKI'S BRILLIANT SV650 has been a huge success partly because it's inexpensive. At $5799, the SV is better than two grand less than frontline 600s and some $1000 less than even the second-tier middleweights. Suzuki cut a few corners in getting the price that low, mainly in the suspension department, and that's what we've focused on with our project SV. Because it's otherwise identical, the new SV650S will take to most of these mods, also.

SUSPENSION

By far the greatest complaints leveled at the SV are aimed at its suspension. The damping-rod fork and nonadjustable shock are inexpensive items and calibrated quite softly.

Up front, we fitted Race Tech's Cartridge Emulators and fork springs ($139.99 and $99.99, respectively). For lighter riders (in the 130- to 160-pound range), use 0.80 kg/mm rate springs, 15-weight fork oil and the high-speed compression-damping adjuster spring set to one turn of preload. With this setup, the front end is much more compliant over small bumps and sharp-edged pavement while also feeling more planted. With the lighter springs, the recommended 20-weight fork oil proved a bit syrupy, but we'd suggest the thicker oil if you're heavier and/or more aggressive and plan to use the next step up in fork springs—the 0.85 kg/mm units. Race Tech has recently changed the design of the SV emulator so there's no machining involved, making the whole modification a straightforward two-hour deal. Put simply, the emulators hugely improved the front of the SV and largely closed the gap in ride quality vs. a more expensive cartridge fork.

A firmer front needs a similarly improved rear for balance, and we found much happiness with Fox Racing's Twin Clicker ($599) shock. Fitted with a 550 pound/inch spring, the shock was perfectly set up for the lighter riders among us, and even tolerable for the larger souls. In fact, though we tried a number of settings from the baseline, we always came back to settings near the factory's recommendations; we liked the compression on position two (of five) and rebound on position 17 (of 30). We turned the rear ride height up 3mm to quicken the SV's steering and to get a bit more weight on the front wheel. You can order the Fox shock with heavier springs, but the 550 lb./in. rear (with the 0.80 kg/mm front springs) was just right. (Riders weighing in at more than 170 pounds should order the 600 lb./in. shock spring and the 0.85 kg/mm fork springs.) We were thrilled to find the Fox shock so good right out of the box.



ODDS AND ENDS

Because the SV is a truly naked bike, we thought a smidgen of wind protection would be a good thing. Suzuki's own add-on quarter fairing ($429.95) comes color-matched and ready to install. (Although, we wish the inside of the fairing looked more finished and that the mounting wasn't so fussy, given how much the piece costs.) On the road, the injection-molded piece provides a useful amount of wind protection for the upper body without unduly increasing turbulence. And just for fun we fitted Targa's color-matched seat cowl ($184.95 painted; $139.95 unpainted), which fit the bike beautifully and matched our 2000-model's red skin exactly.

ENGINE

Few of us have complained about the SV's powerplant. It's smooth, torquey and flexible. Yet we knew there was a beast inside, waiting to be unleashed. We were partly right.

Starting with the exhaust, then: Suzuki makes the SV's system in essentially a single piece, with no convenient way of fitting a slip-on muffler; so full systems are, generally, the way to go. Here, we splurged. The exotic (and dare we say, erotic?) Akrapovic 2-into-1 system uses stainless head pipes and a carbon-wrapped muffler ($795... save your pennies!). Mercifully mellow, the pipe provides a useful boost in power across the board while nudging the sound meter to just 98 dB. (We consider anything above 100 dB to be objectionable.) We first ran this setup, which the maker says can be installed with no jetting changes, with extremely minor carb adjustments. First, we raised each needle with a single washer and made the idle mixture richer by a half turn. Set up thusly, the Akrapovic's SV saw a modest 2.6 peak horsepower bump (to 69.8 at 9000 rpm), but that's just part of the story. Below 4500 rpm, the engine picks up less than two horsepower, but between 5000 and 6000 rpm, it gained more than four. This increase fills in a traditional gulch in the midrange. The SV also gains between four and five horsepower in the last 1000 rpm of the rev range. Stronger up top and meatier in the middle—works for us.

For the next stage, we fitted a Factory Pro Jet Kit with individual BMC pod filters ($279.95) in place of the stock airbox. This kit includes spacers to raise the

BRAKES AND TIRES

The SV's brakes are pretty good stock, but we elected to fit Goodridge braided-steel lines ($194.95 front, $94.95 rear) and DP Brakes sintered HH+ pads ($36.95 per caliper). The lines enhanced feedback, but the big improvement came from the pads. With better initial bite and slightly more progressive braking build-up than the stockers, the DP items give the SV's stoppers power and feedback more in line with the bike's GSX-R brethren. What's more, the DP sintered pads worked extremely well in the wet, and bedded into the stock rotors quickly. A strong showing, we'd say.

And to better handle the increased accelerative and decelerative power, our SV was fitted with Bridgestone's BT010 tires in stock sizes (120/60ZR17 front, 160/60ZR17 rear). These are sportier tires than the stock Metzeler ME-Z4s, and it shows. Terminal grip is up considerably and the tires' profiles suit the SV perfectly, lightening the steering and providing totally neutral responses right over to the footpeg feelers. We had this SV on the track on a number of occasions, and the BT010s held up to the abuse extremely well. (The SV's comparatively light weight and modest power output help here.) With 2000 miles on the pair, we'd guess there's another 1500 before they're ready for the recycler. Superior skins for this motorcycle.

continued on page 98

LOCATION: http:// www.corbin.com The Corbin Times, Daily News

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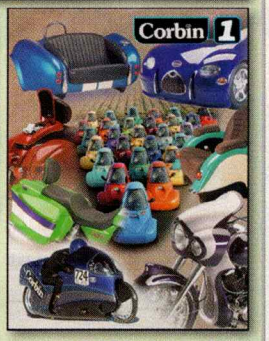

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Surgery continued from page 97

front of the tank, allowing more air to get to the filters. Set up with 195 front and 190 rear main jets, 17.5 pilot jets, needle clips in position three, and 2.5 turns out in the idle-mixture screws, the kitted SV punched out the exact same peak power (but 500 rpm lower) and a smidge more torque (46.1 foot-pounds at 7000 rpm vs. 44.9 at 7250). Torque output was, however, up significantly between 4750 and 8750 rpm. Even though we tried various needle positions, the pod-filter setup never had the sharp, predictable throttle response of the stock-airbox configuration and was quite loud. The Factory jet kit installed with the stock airbox works extremely well, providing superb throttle response with a slight reduction in mileage.

WAS IT WORTH IT?

As we said in the beginning, the SV's strengths include its silken engine and trusty-yet-enticing handling qualities. In many ways, this bike feels like it ought to cost a lot more than it does, and the extra dough in your bank account can and should be lavished on the bike. (Like you really need a new kitchen.) If you're inclined to do a project like this piecemeal—and, honestly, when don't you?—we recommend starting with the suspension and tires, then treating the brakes and, finally, tweaking the engine. It's true that this project adds nearly $3000 to an SV's cost, but you get a motorcycle with excellent suspension, top-notch tires and brakes, and a new, soulful engine note. Who needs one of those cookie-cutter 600 super-sports, anyway? MC

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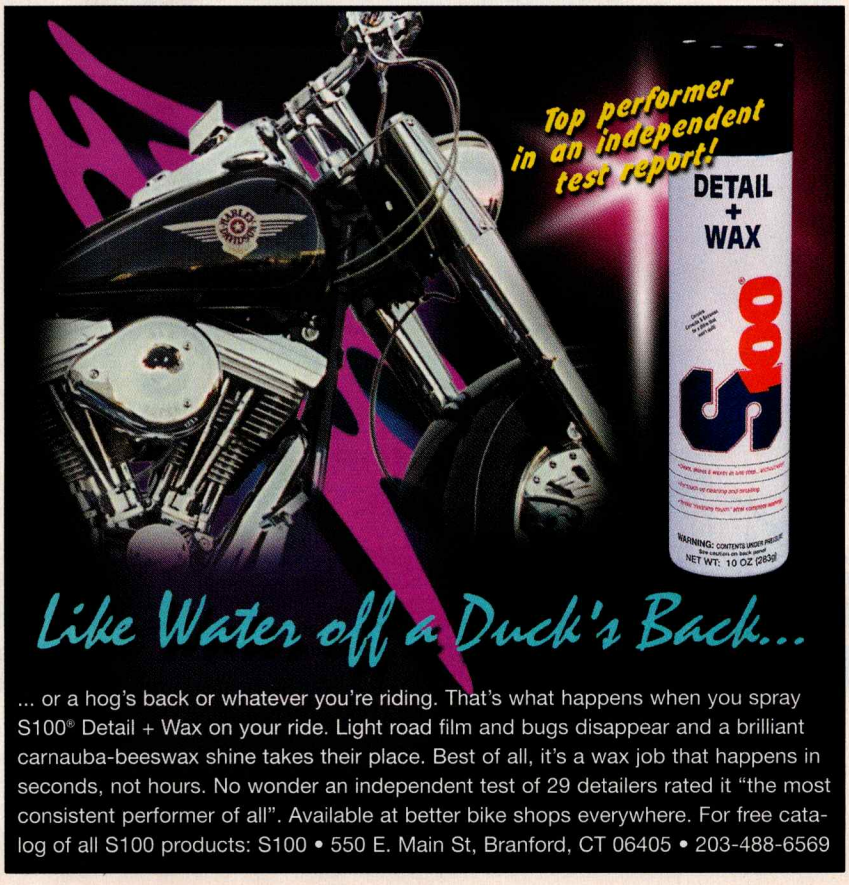
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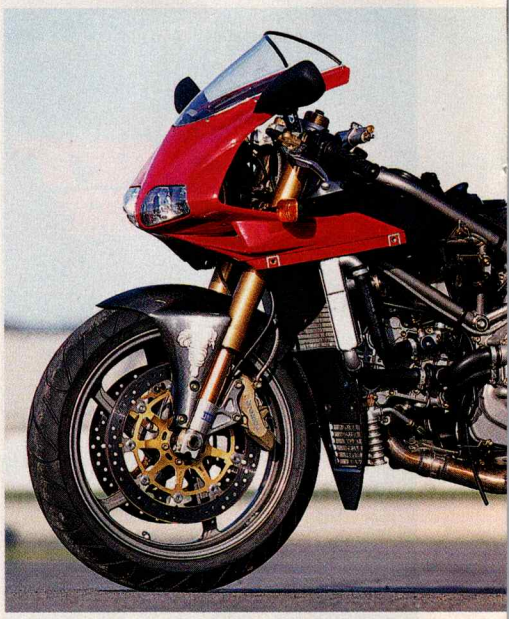
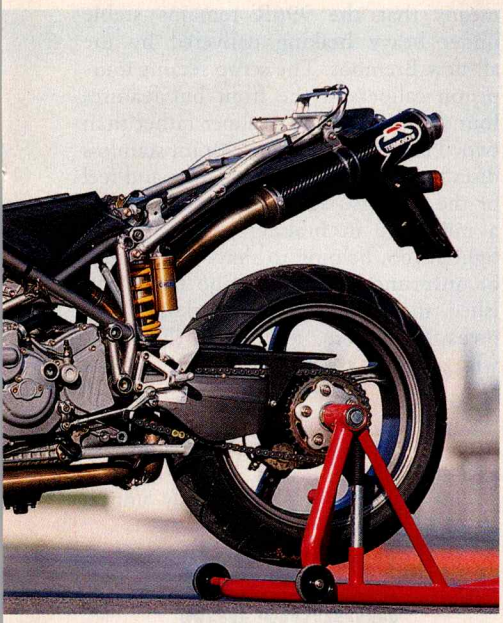
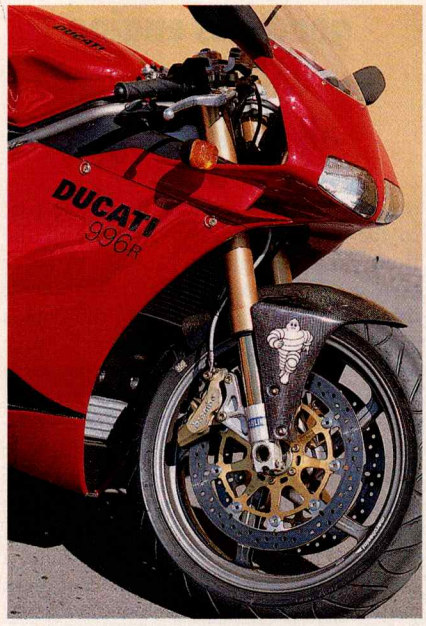


A wide, 190-section Michelin Pilot Race tire wraps around a superlight Marchesini wheel (above left) for the track launch; standard 996Rs will get Pilot Sports. Note the tasty, track-only (sure!) Termis. Revised four-piston Brembo brakes (above right) feature discrete pads for each piston and make the stainless-rotor version feel as powerful as the old cast-iron-disc model.

injector only coming into play at full throttle, usually resolves this problem. Clever mapping of the Marelli ECU has largely eliminated the abruptness on the 996R, so that's enough said.

Ducati's new-generation engine is slotted into the same tubular steel frame as the SPS, which is fitted with the same fully adjustable 43mm Öhlins race fork





used in World Superbike (with gold titanium-nitrided stanchions to reduce stiction) and a race-quality, multiadjustable Öhlins shock. The chassis is clad in traditional 916/996 bodywork—made of carbon fiber to help contribute to the notable weight reduction—with the cooling ducts cleaned up and minimized to improve top speed. The only substantial chassis change is the adoption of 2mm-thicker engine mounts which create a stiffer engine/chassis package. The result of these changes is a bike that feels, in spite of the more compacted engine mass, very much like the existing 996SPS in terms of handling, with little effort needed to flip it up and over the Valencia chicane.

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means that the 996R remains stable under heavy braking delivered by the all-new Brembos. The setup retains four-piston calipers at the front but features four separate pads per caliper rather than two. These calipers grip 320mm stainless discs but help them give the bite and feel of the old cast-iron rotors, making this a milestone in braking R&D. They're lighter, too, helping to shave 1.8 pounds of unsprung weight. Brembo hasn't finished there: The Italian braking giant owns Marchesini, and fitted the 996R with a pair of ultralightweight five-spoke race wheels just like the ones fitted to the factory superbikes; both will be fitted with Michelin Pilot Sports, the rear a 190/50ZR17.

This fat tire doesn't negatively impact

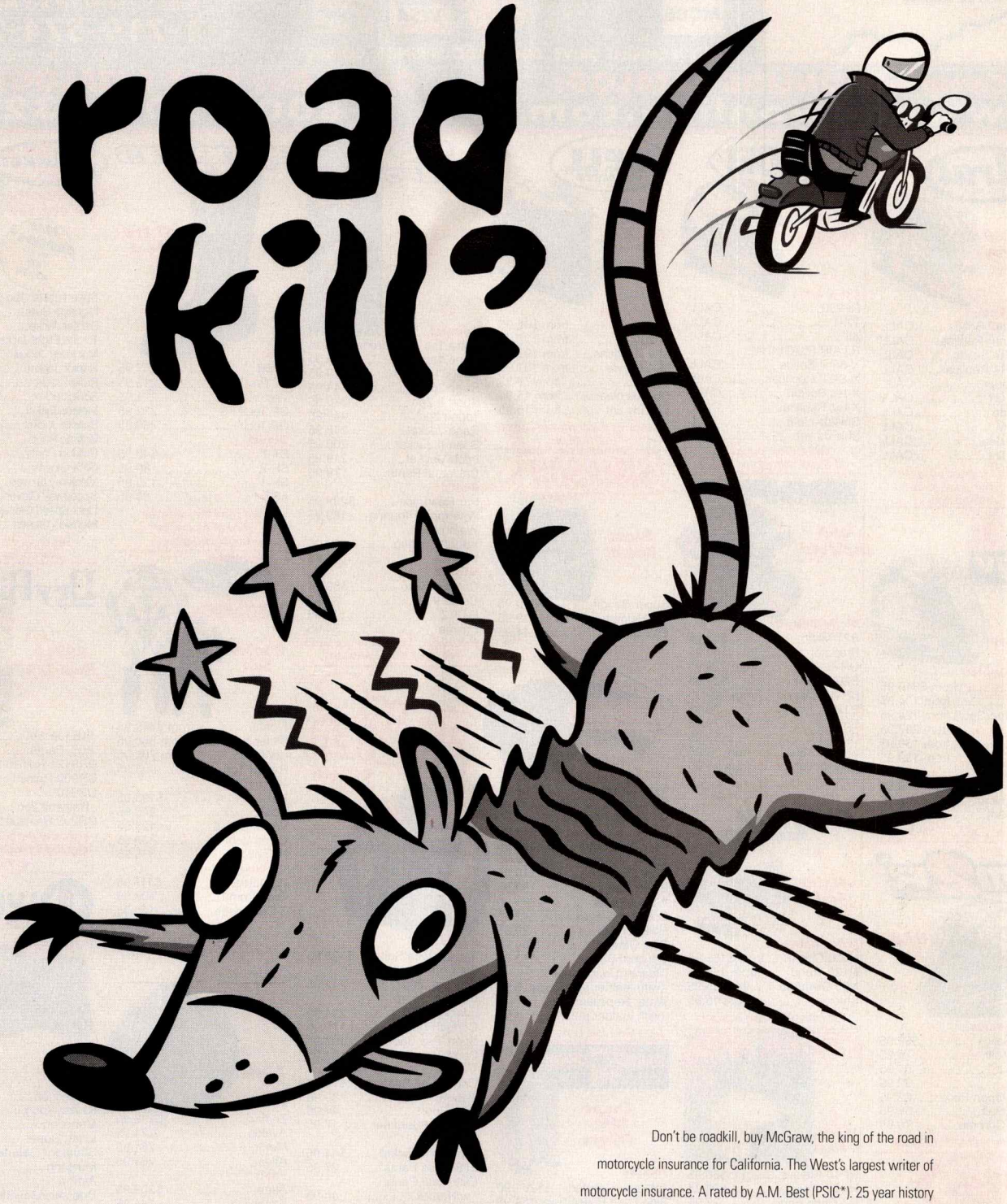
One can only imagine how good this engine will be in an all-new chassis.

the 996R's steering, which, thanks in part to the reduced gyroscopic weight of the front wheel, is light and precise in faster turns at ton-up speeds. (I actually thought the bike turned in better than the Bayliss racer I rode on the same track three months earlier.) Getting on the gas for a hard drive out of the last second-gear turn leading onto the main straight was sportbike satisfaction supreme; the 996R just gathers speed and goes, no bucking or pumping thanks to the ideal setup of the Öhlins shock.

The 996R's overall handling sets a standard that's worthy of the benchmark performance of the all-new *Testastretta* motor. In fact, I'll be surprised if back-to-back tests with other pretenders to the crown of superbike excellence, such as the Suzuki GSX-R750, Honda RC51 and MV Agusta F4, don't reveal the 996R as the new standard bearer. It really is that good, and the obvious concern for the others is that this is Ducati's next-generation engine in what's essentially an eight-year-old 916 chassis. As an interim model to the next generation of desmo dominance, the 996R is already pretty damn fine. One can only imagine how good this engine will be in an all-new chassis.

In honor of its inaugural Superbike victory, Aprilia and Troy Corser can—and should—celebrate now. But I don't think it'll be too long before Ducati crashes the party. MC

road kill?



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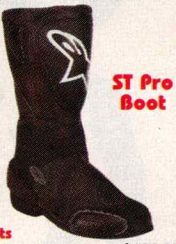

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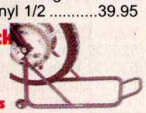

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3700 Cruiser 99.95

We carry the complete line of Chase Harper Products

eclipse USA

P-38

Saddlepacks
Sportbike.....$121.95
P-38 .....74.95
Interstate 108.95

Tank Bags
Elite Magnetic $99.95
Contour CJ.....69.95
Sportpack 94.95
Expandable Tote 91.95

Seat Packs
Fast Pack $58.95
Rumble Pack.....65.95

All Eclipse products available.

BAGMAN MADE IN U.S.A.

Saddle Bags

Bags
Helmet.....CALL
Saddle.....CALL
Red Wing Tank .....CALL
Red Wing Sport .....CALL

Covers
Ultra II .....CALL

We carry the complete line of Bagman products.

AMERITEX by All American Rider

Traveler Bag

Traveler Bag .....from $78.95
Mini Bike Pack 49.95
Flapover Saddlebag .....from 60.95
Flapover Slant .....from 83.95
Futura .....from 160.95
Box Style Saddlebag .....from 60.95
Weekender Packs.....from 163.95
Toolbags .....from 28.95
Forkbags.....from 20.95

We carry the complete line of Ameritex.

TRAVELCADE

Drifter

Fender chap.....$41.95
Drifter Tank Divider.....from 19.95
Double Bucket Seat....180.95
Drifter.....from 174.95
Seat Kits .....from 95.95
Rigid Mount Saddlebags .....from 234.95

We carry the complete line of Travelcade products. Please call for items not listed.

KERKER

K Series

Aluminum Silencers.....from $138.95
Carbon Silencers.....from 234.95
K Series Systems.....from 263.95

We carry the complete Kerker line.

D&D FLWORTH, TX.

Show & Go

Show and Go....from $249.95
Race Systems ....from 289.95

All D&D Systems available.

Jardine

RT-One

RT-One Full System.....from $550.95
Performance Slip-On.....from 176.95
RT-One Slip-On ..from 205.95
Light Bars .....from 238.95
Passenger Floor Boards.....from 133.95
Forward Controls from 481.95
Foot Pegs .....from 99.95
Billet Racks .....from 114.95

We carry the complete line of Jardine products.

MUZZYS

Carbon Fiber

Full Systems
Stainless Steel..from $289.95
Carbon Fiber.....from 379.95
Titanium .....from 379.95

Slip Ons
Carbon Fiber.....from $458.95
Titanium .....from 458.95
Aluminum .....from 252.95

We carry the complete line of Muzzy products. Call for items not listed.

AKRAPOVIC

Full System -Titanium

Race Systems w/Oval Cans
Full Titanium .....from $862.95
Carbon.....from 862.95

Street Systems w/Oval Cans
Full Titanium .....from 665.95
Carbon.....from 665.95

Slip Ons w/Oval Cans
Titamium .....from 496.95
Carbon.....from 496.95

We carry the complete line of Akrapovic exhuasts. Please call for items not listed.

BOULEVARD PRODUCTS U.S.A. COBRA

Full System
Drag Pipes.....from $204.95
Lo Boys.....from 290.95
Classics .....from 332.95
Fatty.....260.95

Miscellaneous
Slip-Ons.....from $204.95
Hot Rod Tips 49.95
Lightbars.....from 214.95
Visors.....from 21.95
Fenders .....from 133.95
Hub Covers.....48.95
Fork Lowering Kitsfrom 83.95
Luggage Racks.....75.95
Saddlebag Supports 75.95
Seats .....from 232.95

We carry the complete line of Cobra Boulevard products & exhuasts.

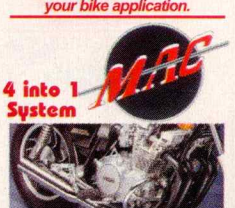
SUPERTRAPP

Internal Disc System

Internal Disc System.....from $345.95
External Disc System.....from 340.95
Slip-Ons.....from 213.95

We carry the complete line of Supertrapp exhaust. Call for your bike application.

4 into 1 System MAC



4into1 System...from $187.95
4into2 System.....from 154.95
Slip Ons .....from 135.95

We carry the complete line of MAC exhaust.

VANCE & HINES SS2-R

S4 Slip-Ons.....from $261.95
SS2-R System .....from 332.95
Classic II .....from 355.95
Straightshots.....from 307.95
Longshots .....from 331.95
Jet Kits .....from 57.95
Powerpaks .....from 189.95
Advancer.....from 43.95

We carry the complete line of Vance & Hines products.

YOSHIMURA Tri-Oval

TRS Systems .....CALL
TRS Slip Ons .....CALL
Tri-Oval .....CALL
RS3 Zyclone/Slip-on .....CALL
RS3 Race/Slip-on .....CALL
Zyclone Racer/Slip-on.....CALL
Pro Series 2 .....CALL
Duplex Race .....CALL
Racing Only System .....CALL

Yoshimura will not allow us to advertise our low prices.

HARD-KROME PERFORMANCE Doublewall Drags

Doublewall Duals .....from $373.95
Doublewall Drags .....from 311.95
6into1 System.....from 349.95
Doublewall Slip Ons.....from 203.95

We carry the complete line of DG exhaust.

BUB ENT.

Big Willy $328.95
2into2 Systems ...from 411.95

We carry the complete line of Bub exhaust.

SAMSON Rolled Thunder

Rolled Thunder Slip On.....from $290.95
Side by Side System.....from 254.95
Ground Pounders .....from 265.95

We carry the complete line of Samson exhaust.

Python III

Python III.....CALL
Heat Shields .....CALL

We carry the complete line of Python. Call for your bike application.

ALL OF OUR PRODUCTS ARE NEW (NO BLEMS OR SECONDS). PRICES AND AVAILABILITY ARE SUBJECT TO CHANGE. SHIPPING AND HANDLING FEES ARE EXTRA. EXCHANGE AND RESTOCKING FEES MAY APPLY. FOR FASTER SERVICE WE USUALLY SHIP FROM THE CLOSEST WAREHOUSE TO YOU! (*LOWER 48 GROUND ONLY)

3 Shipping Points To Serve You!

NEVADA ★ COLORADO ★ NEW YORK

26 YEARS IN BUSINESS!

MAW

MOTORCYCLE ACCESSORY WAREHOUSE

MC06

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1-800-241-2222
Toll Free Order Line: Open 24 Hours
1-719-574-3400
Sales Support Line: 8-5 M-F (MST)
1-719-574-2724
FAX Order Line

Complete ONLINE CATALOG: www.mawonline.com

Order Our FREE CATALOG! 1-800-520-3332

Battery Tender 12vt.....$37.95
Battery Tender Jr 12vt...24.95

We carry the complete line of Battery Tenders. We also carry Yuasa & Surecharge Battery Chargers.

DOWCO™

Protector II

Protector II
C-45 .....$46.95
C-50 .....47.95
C-100 .....51.95
C-125 .....57.95
C-150 .....62.95
Guardian
G-45 .....$38.95
G-50 .....42.95
G-100 .....48.95
G-125 .....52.95
G-150 .....60.95
Protector
P-45 .....$37.95
P-50 .....40.95
P-100 .....46.95
P-125 .....50.95
P-150 .....56.95
Legend.....from 41.95
Rainsuits.....from 30.95
Helmet bags .....from 22.95

We carry the complete line of Dowco products. Please call for items not listed.

RUSSELL

Front Brake 1 Line.....from $39.95
Rear Brake 1 Line .....from 38.95
Clutch Line.....from 42.95

We carry the complete line of Russell Products.

FERODO EBC SBS

Brake pads.....from $15.95

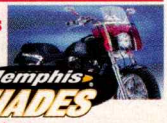
We carry the complete line of Ferodo, EBC and SBS. Please call for your bike application.

Barnett

Steel Plates.....CALL
Friction Plates.....CALL
Carbon Fiber Plates.....CALL
Cryodized Plates.....CALL
Springs.....CALL

We carry the complete line of Barnett clutches.

Fats



Windshields
Fats.....from $104.95
Slims.....from 99.95
Shooter 99.95
Hellcat.....107.95
Deuce.....128.95
Bladerunner 133.95
Miscellaneous
Turn Signal Relocation Kit ...from $20.95
Customer Lowers .from 20.95
Mounting Hardware.....from 71.95

Call for great prices on all Memphis Shade windshields.

national cycle

Touring Windscreen

Heavy Duty Windscreens
Touring.....from $151.95
Beaded.....from 152.95
Chopped .....from 143.95
Miscellaneous
Plexifaring 3 .....$103.95
Plexistar 2 .....from 78.95
Cheetah .....from 52.95
Hardlines Saddlebags ..385.95
Lightbars.....176.95

We carry the complete line of National Cycle products for street & cruisers. Some bikes may require additional hardware.

Zero Gravity

Double Bubble
Double Bubble .....from $69.95
TL Sportbike.....from 47.95
XL Windscreen.....from 56.95

We carry the complete line of Zero Gravity.

maier USA

Fairings
Sportbike Windshield ..$53.95
Tail Section .....from 29.95
Fairings
Upper.....from $122.95
Middle .....from 40.95
Lower .....from 48.95

We carry most Maier body plastic. Call for your bike application.

ChatterBox!

FRSX2

GMRSX1.....$224.95
FRSX2 .....187.95
CBFRS+.....149.95
CB90 .....112.95
CB27 .....149.95
Pro Pac W/Vox Box.....112.95
Headsets .....from 23.95

We carry the complete line of Chatterbox products.

DYNA

Rev Limiters
FS Digital Perf. Ign. ..$307.95
4000 Ignitions .....from 328.95
2000 Ignitions .....from 292.95
S Ignitions .....from 115.95
Coils.....from 64.95
Rev Limiters.....from 80.95

We carry all Dyna products.

ACCEL

4 Cylinder Kit
4 Cylinder.....$124.95
2 Cylinder.....67.95
Super Coil.....from 76.95
Wire Sets.....from 17.95

Call for items not listed.

Progressive Suspension USA

418 Series

Shocks
418 Series .....from $280.95
416 Series .....from 254.95
412 Series .....from 191.95
Miscellaneous
Fork Springs .....from $53.95
Lowering Kits .....from 75.95

We carry all Progressive products.

Slip Streamer

Sport Shield
Spitfire.....from $48.95
Classic.....from 139.95
Enterprise II .....from 114.95
Hellfire.....72.95
Sport Shield 72.95
Cobra 56.95
Radar Mount Kit.....26.95

We carry the complete line of Slipstreamer products.

WISECO

We carry the complete line of Wiesco Pistons. Call for your bike application.

Floorboards
Engine Guards....from $81.95
Rear Fender Racks.....from 61.95
Sissybar W/Pad..from 165.95
Footpegs.....from 165.95
Floorboards .....from 204.95
Hiway Bars .....from 50.95
S.bag Supports.....from 43.95
Lightbars.....from 52.95
S.bag Rails .....from 155.95

We carry the complete line of MC Enterprise products. Call for items not listed.

Corbin

Solo Seats .....from $277.95
Dual Touring .....from 358.95

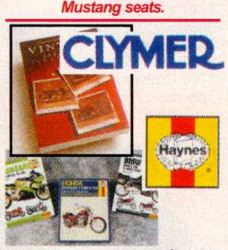
We carry many Corbin seats, call for your bike application.

Mustang

Fast Back
Seats .....from $193.95

We carry the complete line of Mustang seats.

CLYMER



Manuals .....from $18.95

We carry the complete line of Haynes & Clymer manuals.

ABUS

Economy Disc.....$15.95
Steel-O-Flex.....from 60.95
Magnum Chain W/Padlock .....from 185.95

We carry the complete line of ABUS products.

KRYPTONITE

New York Noose

New York Chains (w/locks)
Noose Short.....$73.95
Noose Long 89.95
3ft.....59.95
5ft 6in.....88.95
Disc Locks
Evolution $27.95
New York.....54.95
Miscellaneous
New York Lock $56.95

We carry the complete line of Kryptonite.

GORILLA AUTOMOTIVE PRODUCTS

Compact Alarm $75.95

We carry the complete line of Gorilla products.

SCORPIO

Alarm With Paging System
Micro Security $214.95
Alarm W/Ign Disabler..238.95
Alarm W/Paging Sys...296.95
Digital Paging System.121.95
Perimeter Sensor.....48.95

We carry the complete line of Scorpio Alarms.

ARMED GUARD ELECTRONIC SECURITY

M-200
M-200.....$146.95
M-300.....186.95
SA200P.....245.95
Paging System.....135.95
Proximity Sensor.....51.95
Tilt Sensor.....15.95

We carry the complete line of Armed Guard.

XENA

Disc Alarm
Disc Alarms.....from $67.95
Ultrlight Disc .....from 15.95
Viper Cable.....from 40.95

We carry the complete line of Xena locks.

K&N

Jet Kits .....from $49.95
Performance Kits .....from 120.95
Air Filters.....from 21.95
Power Commanders from 277.95

We carry all K&N products.

FACTORY

Jet Kit

Jet Kits
Config.10 .....from $59.95
Config.30 .....from 77.95
Prokits.....from 49.95
Race .....from 133.95
Miscellaneous
Ignition Advancer ..from 41.95
Shift Kits .....from 26.95
Proshift Kits .....from 72.95

We carry the complete line of Factory products.

D.I.D

D.I.D. Chain
520 X Ring .....from $89.95
530 X Ring .....from 96.95

All sizes and models available.

RK

RK Chain
520 Std. .....from $23.95
530 Hvy. Duty. .....from 33.95
O-Ring
520.....from $36.95
530.....from 55.95
530 Gold .....from 86.95
630.....from 75.95

All sizes and models available.

TSUBAKI

Heavy Duty Chain
520 QR .....from $25.95
530 QR .....from 29.95
630QR .....from 49.95
O-Ring
520-O.....from $58.95
530.....from 45.95
630.....from 66.95

All sizes and models available.

Renthal

Sprockets
Front .....from $16.95
Rear .....from 35.95

We carry the complete line of Renthal Sprockets. Call for your bike application.

SUNSTAR

Sprockets
Front .....from $16.95
Rear .....from 35.95

We carry the complete line of Sunstar Sprockets. Call for your bike application.

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DUNLOP

D-205 (rear)
150/80ZR16	$111.95
140/80ZR17	106.95
150/70ZR17	104.95
160/60ZR17	107.95
160/70ZR17	115.95
170/60ZR17	109.95
180/55ZR17	112.95
160/60ZR18	104.95
170/60ZR18	114.95
(front)	
110/80ZR17	$87.95
120/60ZR17	87.95
120/70ZR17	89.95
110/80ZT18	87.95
120/70ZR18	93.95

GT 501 (rear)
130/90VB16	$83.95
140/90V16	91.95
150/80VB16	99.95
140/80VB17	101.95
150/70VB17	104.95
120/90V18	80.95
130/80V18	83.95
(front)	
110/90V16	$61.95
120/80VB16	73.95
110/90VB17	74.95
100/90V18	68.95
100/90V19	72.95

D207 (rear)
160/60ZR17	$100.95
170/60ZR17	103.95
180/55ZR17	107.95
190/50ZR17	135.95
200/50ZR17	148.95
(front)	
130/70ZR16	$81.95
120/60ZR17	83.95
120/70ZR17	82.95

D402 (rear)
MT90HB16	$92.95
MT90HB16 SWS	105.95
MT90HB16 WWW	110.95
(front)	
MT90HB16	$78.95
MT90HB16 SWS	103.95
MT90HB16 WWW	99.95
MH90H21	68.95

D-204 (rear)
150/60ZR17	$105.95
160/60ZR17	116.95
170/60ZR17	119.95
190/50ZR17	134.95
160/60ZR18	122.95
(front)	
130/70ZR16	$94.95
120/60ZR17	94.95
130/60ZR17	94.95

All Dunlop street and dirt tires available.

K591 (rear)
130/90V16	$85.95
140/90V16	92.95
150/80VB16	102.95
130/80V17	69.95
130/90V17	80.95
180/55VB17	101.95
120/90VB18	82.95
140/70VB18	85.95
(front)	
110/80V17	$77.95
110/80VB18	71.95
100/90V19	73.95

D401 (rear)
130/90HB16	$88.95
(front)	
90/90H19	$74.95
100/90H19	73.95

DUNLOP

K491 Elite II (rear)
140/90HB15	$89.95
MV85HB15 RWL	109.95
MT90HB16	76.95
MT90HB16 RWL	96.95
MU90HB16 RWL	99.95
160/80HB16	116.95
MT90HB17	87.95
MT90HB17 RWL	96.95
110/90HB18	77.95
120/90HB18	76.95
(front)	
MT90HB16	$67.95
MT90HB16 RWL	87.95
100/90H18	67.95
MR90H18 RWL	84.95
130/70HB18	92.95
MM90H19	63.95
MM90H19 RWL	66.95

Cruisemax (rear)
140/90-15	$76.95
140/90-15 RWL	82.95
150/90-15 RWL	84.95
170/80-15 RWL	95.95
140/90-16	84.95
140/90-16 RWL	82.95
140/90-16 WWW	84.95
150/80-16 RWL	98.95
150/80-16 WWW	99.95
(front)	
130/90-16	$82.95
130/90-16 RWL	88.95
130/90-16 WWW	80.95
120/90-18 RWL	80.95
100/90-19 RWL	61.95
110/90-19 RWL	72.95
80/90-21	72.95

All Dunlop tires available.

Continental

TK16/17 Touring (rear)
150/90H15	$67.95
130/90H16	72.95
140/90H16	73.95
150/80H16	75.95
130/90H17	73.95
120/90H18	64.95
(front)	
130/90H16	$64.95
120/90H18	69.95
100/90H19	53.95
300x21	56.95

Conti-Force (rear)
150/60ZR17	$77.95
150/70ZR17	77.95
160/60ZR17	77.95
170/60ZR17	79.95
180/55ZR17	83.95
(front)	
110/70ZR17	$58.95
120/60ZR17	64.95
120/70ZR17	64.95

TKH23/24 Blitz (rear)
140/90H15	$64.95
150/90H15	82.95
120/90H16	50.95
130/90H16	54.95
140/90H16	65.95
150/80H16	72.95
130/90H17	58.95
4.00H18	57.95
120/90H18	58.95
130/90H18	59.95
(front)	
110/90H18	$51.95
90/90S19	47.95
3.25H19	49.95
110/90H19	56.95

All Continental tires available.

METZELER

ME33 Lazer (front)
110/90V16	$78.95
120/80V16	81.95
110/80V17	81.95
120/70V17	83.95
90/90H18	66.95
100/90V18	78.95
110/80V18	79.95
110/90V18	84.95
3.25H19	69.95
3.25V19	78.95
3.50H19	77.95
100/90V19	91.95
110/90V19	82.95
80/90H21	84.95
90/90H21	85.95

Renn Race (rear)
150/60ZR17	$125.95
160/60ZR17	129.95
180/55ZR17	131.95
190/50ZR17	149.95
(front)	
110/70ZR17	$109.95
120/60ZR17	113.95
120/70ZR17	113.95

Renn Sport (rear)
150/60ZR17	$125.95
160/60ZR17	129.95
180/55ZR17	141.95
(front)	
110/70ZR17	$109.95
120/70ZR17	113.95

ME550 (rear)
130/90V16	$78.95
130/70H17	75.95
130/80H17	64.95
140/80VB17	82.95
150/70H17	79.95
150/70V17	80.95
130/70H18	76.95
140/70H18	79.95

ME880 (rear)
140/80HB15	$106.95
140/90HB15	102.95
150/90HB15	108.95
170/80HB15	108.95
180/70HB15	108.95
130/90HB16	96.95
140/90HB16	106.95
150/80HB16	119.95
200/60VR16	126.95
240/50VR16	150.95
160/70VR17	107.95
160/70VB17	107.95
240/40VR18	150.95
(front)	
130/90HB16	$83.95
150/80HB16	94.95
120/70VB17	85.95
120/80V17	83.95
110/90H18	99.95
120/90H18	87.95
130/60VR-18	119.95
100/90H19	75.95
110/90H19	79.95
80/90H21	73.95
120/70V21	85.95

ME99 Perfect (rear)
130/90V16	$98.95
140/90V16	107.95
150/80V16	113.95
130/90V17	99.95
400V18	77.95
120/90V18	94.95
130/80V18	99.95

ME55 Metronic (rear)
130/90V16	$94.95
150/80VB16	112.95
140/80VB17	111.95
160/70VB17	117.95

METZELER

ME23 (rear)
150/60ZR17	$115.95
160/60ZR17	117.95
170/60ZR17	121.95
180/55ZR17	126.95
190/50ZR17	146.95
(front)	
130/70ZR16	$97.95
110/70ZR17	89.95
120/60ZR17	95.95
120/70ZR17	97.95

ME Z2 (rear)
150/80ZR16	$106.95
130/80HR17	101.95
140/80ZR17	102.95
170/60ZR18	110.95
(front)	
120/80ZR16	$79.95
110/80ZR17	81.95

ME Z4 (rear)
150/70ZR17	$113.95
160/60ZR17	117.95
160/70ZR17	119.95
170/60ZR17	119.95
180/55ZR17A	123.95
190/50ZR17	143.95
160/60ZR18	124.95
(front)	
120/60ZR17	$94.95
120/70ZR17	95.95
120/70ZR17B	97.95
110/80ZR18	93.95
120/70ZR18	92.95

ME330 (front)
110/90V16	$64.95
110/70H17	68.95
110/80H17	68.95
110/80V17	66.95
120/70V17	66.95
110/80H18	68.95

All Metzeler tires available.

AVON TYRES

Venom X (rear)
140/90H15	$97.95
150/90H15	127.95
150/90V15	105.95
170/80H15	107.95
MT90H16	97.95
MT90H16 SWS	105.95
MT90H16 WWW	109.95
140/90H16	105.95
140/90H16 WWW	115.95
150/80H16	109.95
160/80H16	137.95
(front)	
MT90H16	$93.95
MT90H16 SWS	97.95
MT90H16 WWW	99.95
150/80H16	105.95
100/90H18	82.95
120/90H18	87.95
130/70H18	104.95
100/90H19	71.95
100/90H19 WWW	87.95
110/90H19	75.95
80/90H21	75.95
MH90H21	75.95
MH90H21 WWW	89.95

AV35/36 Azaro II (rear)
140/80ZRX17	$99.95
150/70ZRX17	109.95
160/60ZR17	115.95
170/60ZR17	119.95
180/55ZR17	123.95
160/60ZR18	119.95
(front)	
120/60ZR17	$87.95
120/70ZR17	91.95

All Avon tires available.

PIRELLI

MTR22/21 Dragon EVO (rear)
150/60ZR17	$116.95
160/60ZR17	120.95
170/60ZR17	122.95
180/55ZR17	125.95
190/50ZR17	145.95
(front)	
130/70ZR16	$98.95
110/70ZR17	88.95
120/60ZR17	88.95
120/70ZR17	96.95

MTR22/21 Dragon EVO Corsa (rear)
150/60ZR17	$138.95
160/60ZR17	143.95
170/60ZR17 SC2	153.95
180/55ZR17	156.95
180/55ZR17 SC2	156.95
190/50ZR17	165.95
(front)	
130/70ZR16	$126.95
110/70ZR17	121.95
120/60ZR17	125.95
120/65ZR17	130.95
120/70ZR17	126.95
120/70ZR17 SC2	126.95

MTR24/23 Dragon GTS (rear)
150/70ZR17	$112.95
160/60ZR17	116.95
160/70ZR17	117.95
170/60ZR17	117.95
180/55ZR17	121.95
190/50ZR17	139.95
160/60ZR18	121.95
(front)	
120/60ZR17	$92.95
120/70ZR17	93.95
120/70ZR18	90.95
110/80ZR18	90.95

MT-66 Route (rear)
130/90S15 TT	$58.95
140/90H15	75.95
150/90H15	77.95
170/80H15	85.95
180/7015	88.95
130/90H16	70.95
140/90H16	79.95
150/80H16	81.95
110/90H18	57.95
120/90H18	61.95
(front)	
130/90H16	$63.95
150/80H16	70.95
120/90S17 TT	52.95
3.00S18 TT	48.95
120/90H18	68.95
100/90H18	58.95
90/90H19	53.95
100/90H19	55.95
110/90H19	55.95
80/90H21 TT	59.95

All Pirelli tires available.

MICHELIN

Pilot Sport (rear)
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170/60ZR17	135.95
180/55ZR17	145.95
190/50ZR17	149.95
190/50ZR17 TX254	171.95
200/50ZR17	182.95
(front)	
130/70ZR16	$111.95
110/70ZR17	106.95
120/60ZR17	107.95
120/65ZR17	110.95
120/70ZR17	110.95
120/70ZR17 TXN	127.95

All Michelin tires available.

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BT56-SS (rear)
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180/55ZR17	111.95
190/50ZR17	126.95
150/60ZR18	107.95
(front)	
130/70ZR16	$81.95
110/70ZR17	77.95
120/60ZR17	81.95
120/70ZR17	81.95

BT-010 (rear)
160/60ZR17	$98.95
170/60ZR17	101.95
180/55ZR17	105.95
190/50ZR17	122.95
190/50ZR17 G	123.95
200/50ZR17	125.95
150/60ZR18	98.95
(front)	
130/70ZR16	$79.95
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120/60ZR17	79.95
120/65ZR17	81.95
120/70ZR17	82.95
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160/70ZR17	105.95
170/60ZR17	101.95
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160/60ZR18	105.95
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120/60ZR17	$79.95
120/70ZR17	82.95
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120/90V18	90.95
130/70H18	86.95
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110/80H17	64.95
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100/90H18	68.95
100/90V18	74.95
110/80H18	65.95
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180/55ZR17	126.95
190/50ZR17	145.95
160/60ZR18	119.95
(front)	
110/70ZR17	$93.95
120/60ZR17	95.95
120/70ZR17	115.95

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gear box

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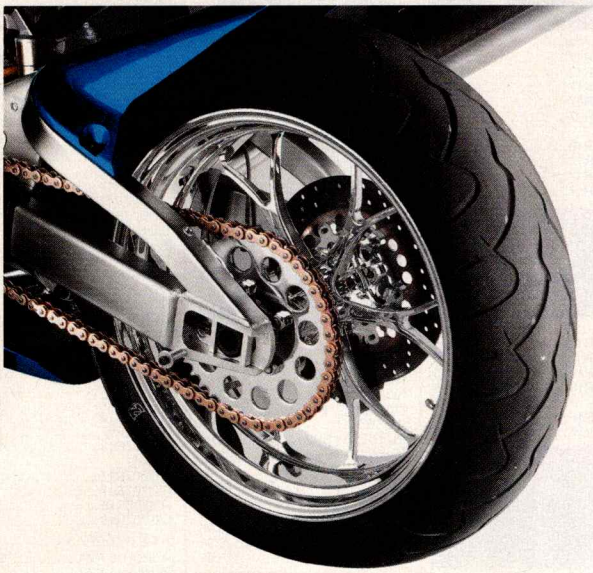

PM Forges Ahead

Light is right, and these forged-aluminum wheels from Performance Machine are absolutely correct. Available in two designs named Seville and Hustler (is it just us, or do these wheels sound like topless dancers?), the wheels are made to be lighter and stronger than stock wheels, thanks to their one-piece, aluminum construction. They're available in a polished aluminum or an anodized finish ($120 extra per wheel), and cost $895 for the front and $1095 for the rear (includes sprocket and cush drive). For details call (714) 523-3000 or check out www.performancemachine.com.

Be the Saboteur

For those times when increased warmth, storage or both are required, there's Frank Thomas's Saboteur Jacket ($299.99, black only). Made of a tough ballistic-nylon weave with a forced ventilation system, removable liner and full armor, the Saboteur will surely sabotage plans to keep you cold and without protection on the road. For hot days, it also features a waterproof membrane that allows drops of sweat to pass through, yet doesn't let water in. Get one by ringing your local CycleGear dealer at (800) 292-5343 or visit www.cyclegear.com.

If You Can Stand It

Removing the front end of a bike is no easy task. Do yourself a favor and make it easier with the new front-end stand from Lockhart Phillips USA ($99.95). The all-new design combines a powdercoated finish, easy-to-use leverage point, large-diameter two-piece wheels, and four different pin sizes to fit a variety of bikes. (Hey, it's better than a jack stand and tie-down!) Want one? Give 'em a shout at (800) 221-7291 or surf to www.lockhartphillipsusa.com.

PRICE: $239.00 (for the VFR800)
RATING: ★★★★½
VERDICT: *Straightforward installation and useful improvements in long-term comfort overcome a slightly high price. A must for high-mileage riders.*

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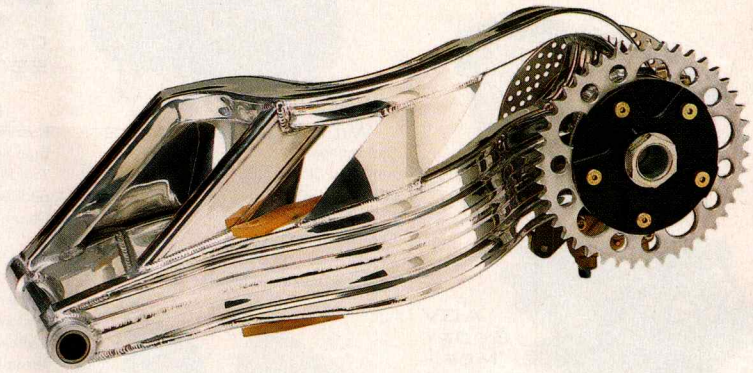
www.helibars.com

Heli Bars

Heli Bars are the brainchild of Harry Eddy, who developed the first pair in 1987 with the goal of adding more comfort to his own sportbike's riding position. By removing some weight from your hands and wrists, Heli Bars improve long-distance riding comfort without detracting from sport-riding excitement. Installed on a Honda VFR800, the bars provided approximately an additional inch of rise and pullback over the stock handlebars. This change takes away a bit of the VFR's aggressive stance, though not enough to render the bike any less fun on declining-radius freeway ramps or twisty roads. To compensate for this remote change in aggressive posture, the rider gains a much more accessible long-range riding position. Better yet, for the VFR, the Heli Bars allow a more comfortable position for the levers; with the stock risers, you can't get the levers to the ideal angle. Installation requires approximately two hours, and the stock clutch and brake lines may be retained.

One-Arm Bandit, er...R1

Can't stand the thought of your YZF-R1 looking like every other R1 on the street? This ultratrick Single-Sided Swingarm ($3200) from British frame specialist Spondon could be the answer. The highly polished aluminum assembly replaces your ho-hum stock unit, uses a Honda RC-30 17-inch hoop, and comes with a Brembo brake and sprocket assembly. Incredibly expensive, yes, but worth it if your sense of style has a direct connection to your bank account. Ring up Spondon's U.S. importer, Special Edition Motorsports, at (310) 364-0255 for more information.



For a Clean Machine

To help keep your bike shiny for the parking lot pose-offs you know you engage in, Honda has On-Road and Off-Road Care Kits ($10.95). Both kits sport five-ounce bottles of Hondabrite for dirt, grime and oil removal; Spray Cleaner and Polish for detailing; and a bottle of lube (street kit has multipurpose lube, dirt kit has chain lube). Order a kit for your loved one (the bike, that is) at your local Honda dealer or call (310) 532-9877; www.hondamotorcycles.com.

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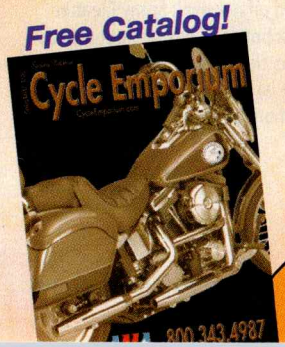

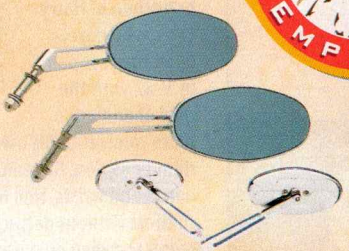

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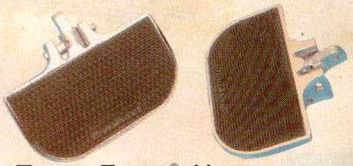

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The Moto Jack lifts 1250 lbs up to 15 inches. It is constructed of beefy hunks of steel with large diameter wheels. Bolts at the back keep it from moving unintentionally. Safety levers lock the lift in place. Made in the USA.

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Futura continued from page 62

with a digital infocenter providing you with everything from the ambient temperature and a clearly visible fuel gauge, to telling you when it's time to have the bike serviced. Pity the mirrors aren't placed better; while vibe-free and quite stylish in a Tamburini-esque way (e.g. indicators in the back), they're angled so that your shoulders get in the way.

When you're more concerned about where you're headed than where you've just been, the Futura delivers. For a relatively big bike (with a 1435mm wheelbase), it steers easily but precisely into tight turns and changes direction from side to side very well. On the switchback climb up Mount Etna through snow-coated lava fields, with a kitty-litter of pumice stones waiting outside every corner, there was no fear of an early bath with the Aprilia. The suspension package delivers exceptional ride quality by sportbike standards over the kind of pockmarked road surface that passes for the main drag in a Sicilian town, yet offers good compliance when ridden hard. Not sure the range of adjustment on the Sachs rear shock is as great as it needs to be, though; with no luggage or passenger and before a plateful of pasta for lunch, I had to crank up the preload to one click below max to make it work best and to stop the bike from squatting at the rear and understeering slightly under power. While you wouldn't call the Futura exactly nimble next to its RSV sisters, it's easy-handling and fast-steering enough for this kind of two-wheeled sports coupe, and is totally planted in fast sweepers. It's a great bike for the long haul and is deceptively fast; you're not aware you're traveling as fast as you really are at freeway speeds.

Hauling the Aprilia down from speed is easy when riding solo, but the downsized Brembo brake package gives the impression of being merely sufficient rather than superlative for a 463-pound (claimed dry) bike. Makes you wonder if there's enough to do the job on a Futura loaded with two people and their luggage. The jury's out on that one, too. But for sure the ABS option will be worth having, once Aprilia dials it in.

My day spent riding the RST1000 Futura around a volcano uncovered a genuine all-rounder that combines sporting allure with everyday practicality. Aprilia's entry into sport-touring isn't perfect, but it's close. Even three years ago, who would have bet on Aprilia producing a one-liter V-twin this capable, this refined and this competitive in one of the world's most demanding motorcycle markets? Aprilia has already begun production of the 5000 Futuras it plans to build this year, all to a common homologated world specification. The bikes will retail in the United States for $12,999. MC

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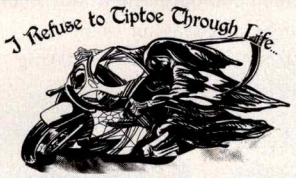

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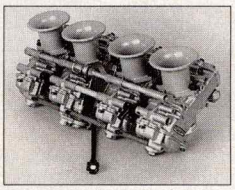
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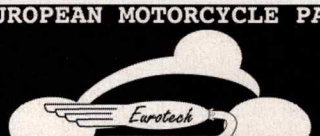

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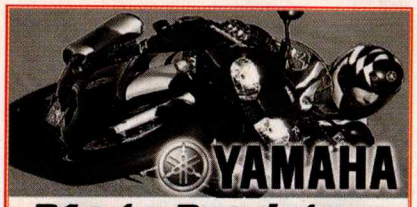

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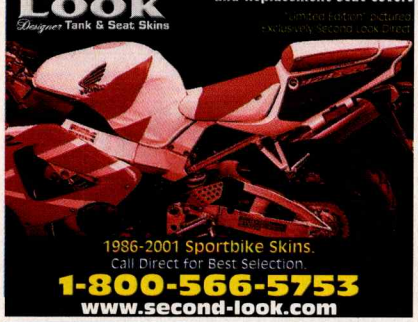
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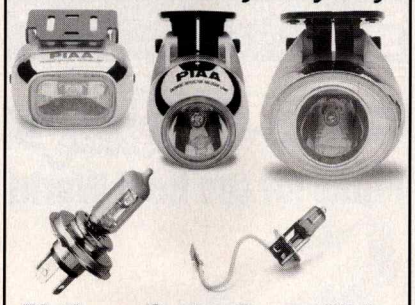
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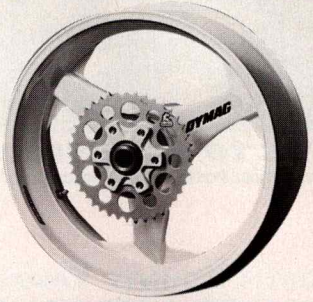

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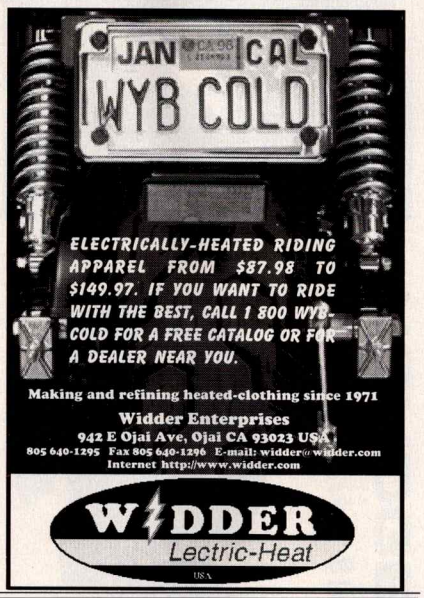

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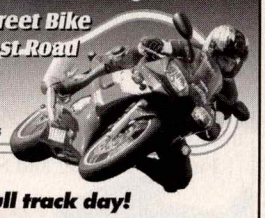

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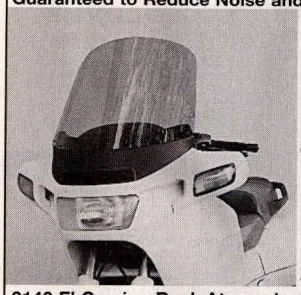
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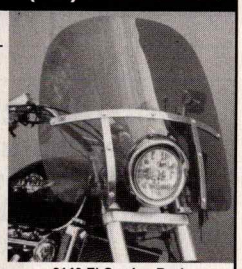
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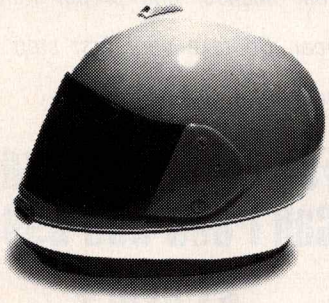
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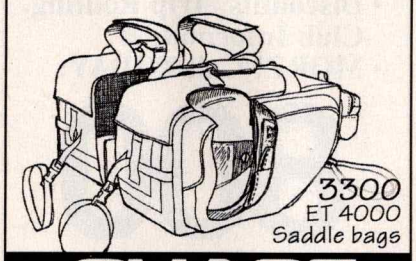
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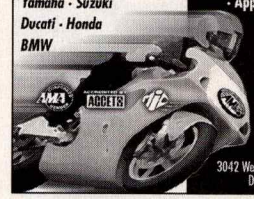
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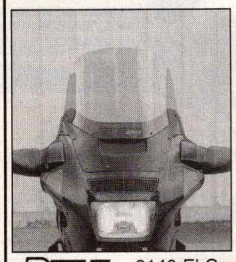

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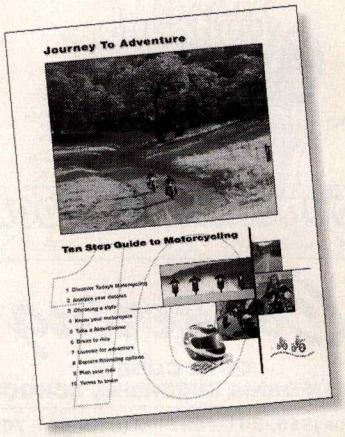

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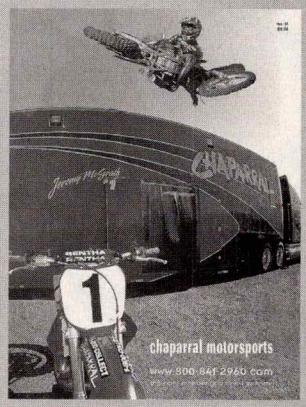

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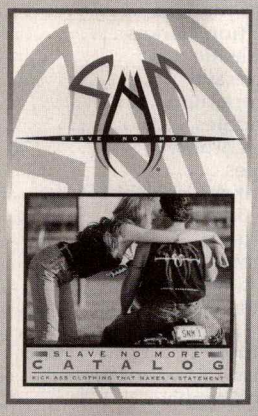

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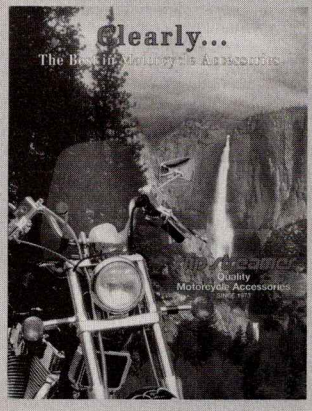

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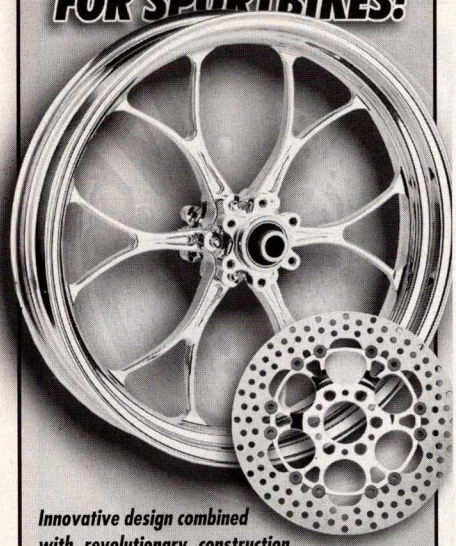

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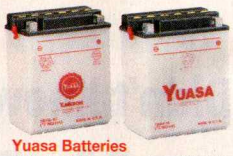
Prices may vary so check online for today's best price.



Yuasa Batteries

YB14L-A2	Yumicron	$42.95
HYB16A-AB	Yumicron	66.95
YB16AL-A2	Yumicron	80.95
Y50-N18L-A	Yumicron	44.99
Y50-N18L-A3	Yumicron	57.95
SY50-N18L-AT	Yumicron	65.95
Y60-N24AL-B	Yumicron	98.95
YTX9-BS	GRT	59.99
YTX12-BS	GRT	48.99
YXT14-BS	GRT	51.99

Continental

Continental Conti-Force

Conti-Force Front

110/70ZR17	$58.95
120/60ZR17	64.95
120/70ZR17	64.95

Conti-Force Rear

150/60ZR17	$77.95
150/70ZR17	77.95
160/60ZR17	77.95
170/60ZR17	79.95
180/55ZR17	83.95

Continental Touring

TK16 Front

130/90H16	$64.95
120/90H18	69.95
100/90H19	53.95
300H21	56.95

TK17 Rear

150/90H15	$67.95
130/90H16	72.95
140/90H16	73.95
150/80H16	75.99
130/90H17	73.95
120/90H18	64.95

Continental Blitz

Blitz TKH23 Front

110/90H18	51.95
90/90S19	49.95
3.25H19	49.95
110/90H19	56.95

Blitz TKH24 Rear

140/90H15	64.95
150/90H15	82.95
120/90H16	50.95
130/90H16	54.95
140/90H16	65.95
150/80H16	72.95
130/90H17	58.95
4.00H18	57.95
120/90H18	58.95
130/90H18	59.95

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Yuasa Battery Chargers

NEW 1.5 amp Version	47.99
NEW 900MHZ Version	29.99

AVON

NEW!

Avon Azaro II AV36/AV35

AV35 II Azaro Front

110/70ZR17	$85.95
110/80ZR17	86.95
110/80ZR18	91.95
120/60ZR17	87.95
120/70ZR17	91.95

AV36 II Azaro Rear

140/80ZR17	$99.95
150/70ZR17	109.95
160/60ZR17 (4.5")	115.95
160/60ZR17 (5")	115.95
160/60ZR18	119.95
160/70ZR17	112.95
160/80ZR16	125.95
170/60ZR17 (5")	119.95
170/60ZR17 (5.5")	119.95
180/55ZR17	123.95
190/50ZR17	127.95

Avon Azaro II AV40

Supersport Rear

170/60Z17	121.95
180/55Z17	127.95
190/50Z17	129.95

Supersport Front

120/70ZR17	$95.95
120/60ZR17	91.95

Avon Elan II

HL29 Elan II Front

130/90H16F	$96.99
130/90H16WWW	113.99
120/90H18F	87.95
130/70H18F	99.95

HL30 Elan II Rear

150/90H15	$118.95
130/90H16	96.99
130/90H16WWW	125.99
140/90H16	107.95
160/80H16	126.95

MICHELIN

NEW!

Michelin 100X

100X Front

110/70ZR17	$93.95
120/60ZR17	95.95
120/70ZR17	98.95

100X Rear

150/70ZR17	$115.95
160/60ZR17	119.95
170/60ZR17	121.95
180/55ZR17	126.95
190/50ZR17	145.95
160/60ZR18	118.95

CHENG SHIN

C6011 Maxxis

Maxxis C6011 Front

MT90X16	$69.95
MT90X16 WWW	96.95
130/90X16 WWW	93.95
120/90X18	66.95
120/90X18 WWW	89.95
130/70X18	60.95
90/90X19	49.95
100/90X19	49.95
110/90X19	63.95
MH90X21 C926	59.95

C6011 Maxxis Rear

150/80X15	$84.95
150/90X15	84.95
170/80X15	108.95
170/80X15 WWW	111.95
MT90X16	73.95
MT90X16 WWW	103.95
130/90X16 WWW	93.95
150/80X16 WWW	107.95
160/80X16	94.95

AVON

Avon AV27 Sport Touring

AV27 Front

120/80ZR16	$99.95
130/70ZR16	110.95
110/80ZR17	99.95
120/60ZR17	102.95
120/70ZR17	102.95
130/60ZR17	110.95
110/80ZR18	107.95

MICHELIN

Michelin Pilot Sport

Pilot Sport Front

130/70ZR16	$111.95
110/70ZR17	106.95
120/60ZR17	107.95
120/65ZR17	110.95
120/70ZR17	110.95

Pilot Race Front

110/70X17	$106.95
120/60X17	112.95
120/70X17	139.95

Pilot Sport Rear

150/60ZR17	$127.95
160/60ZR17	128.95
170/60ZR17	135.95
180/55ZR17	145.95
190/50ZR17	165.95
200/50ZR17	182.95

Pilot Race Rear

160/60X17	$209.95
170/60X17	219.95
180/55X17	223.95

Check online for today's best prices on TireExpress front and rear tire packages.

AVON

Avon Venom X

Venom X Front

MT90H16		88.95
MT90H16	NWW	96.95
MT90H16	WWW	98.95
150/80H16		99.95
100/90H18		78.95
120/90H18		84.95
130/70H18		95.95
100/90H19		69.95
100/90H19	WWW	85.95
110/90H19		72.95
80/90H21		72.95
MH90H21		73.95
MH90H21	WWW	87.95

Venom X Rear

140/90H15		$92.95
150/90H15		121.95
150/90V15		99.95
170/80H15		102.95
MT90H16		93.95
MT90H16	NWW	96.95
MT90H16	WWW	98.95
140/90H16		88.95
140/90H16	WWW	98.95
150/80H16		99.95
160/80H16		130.95

WWW = Wide Whitewall
NWW = Narrow Whitewall

Ad #601TEXM. Prices illustrative as of June issue deadline.
Delivery charges extra. Errors subject to correction.

the real world

Edited By Marc Cook

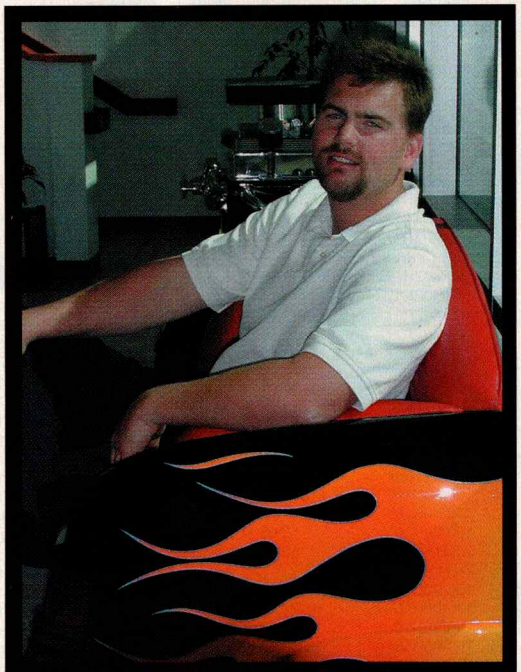
INDUSTRY INSIDER

Eleven Things You Didn't Know About:

Replacement Air Filters

I'm often asked why we don't have a filter for a specific machine. There are two main explanations. The first is that the R&D process is ongoing when you call (it's not an overnight deal to build a new filter, and I'll explain more about that in a minute), or that it may not be possible for us to make a replacement filter for your bike. There are a few models on which we cannot replicate a stock filter. The Ducati 916/996 is a good example. The stock filter is a layer of foam and for our design can't be made to seal properly and to have sufficient surface area.

Another reason we might not have your filter is because, until recently, we didn't have the factory space or R&D time to develop a replacement item. For example, we've had calls for filters for Yamaha Viragos and Honda Magnas but never produced them. Until we moved into our 280,000-square-foot facility in 2000 we didn't have the space or manpower to go and develop the filter. Now we do. We're working through a large catalog of older models. In fact, we're actively looking for applications to cover, and filling those applications pretty rapidly.



K&N's Brian Cornelius clears the air about filters

MARC COOK

So what takes so long in the R&D process? First, if you are asking for a filter for a new model, please be patient with us. We aren't satisfied having a customer's bike in here over a weekend to help us build a new filter. No way. We go to a local dealer and buy a stock airbox and filter. As you may know, when a bike first comes out, the parts pipeline is seldom full, particularly of rare-replacement items such as airboxes. We may have to wait weeks or months just to get an airbox.

Once we have the airbox, the efforts have just begun to flow. We start with a design concept based on a stock filter and airbox. We buy the airbox and have them in-house. From there we commit a CAD design and basically reverse-engineer the stock filter. From time to time, we'll have to make changes to the design to accommodate the K&N media—four layers of cotton gauze between epoxy-coated aluminum screen. From CAD, the process moves to a CNC machine on which a mold is cut. We will produce a prototype part and see how it fits the stock airbox and how well it seals. There may be filter molds that need to go back to the machine shop numerous times for any number of small problems. The point is that we put a lot of effort into the up-front design so that the finished part fits properly. Also, since we've moved into our new facility, we've been able to construct a miniature version of our production line next to the R&D shop that allows us to make small runs and prove the molds. All together it could be a couple of months for the development of a new filter, but it could take us a year.

We're not always looking for the absolute maximum flow in replacement filters. Our R&D guy here is really sharp and he can look at the stock filter and tell us where we can improve upon it. We start by testing the stock filter on a flow bench, and that's our baseline. Obviously, we want a filter that flows more than stock. But we need to stay within 10 to 20 percent of the maximum flow of the stock filter to ensure that rejetting is not required. Because of the efficiency of the K&N media we can produce a replacement that's the same size and shape as stock but flows more.

Sometimes we have to go to odd measures to get the desired air-flow capacity. For example, with the Honda Valkyrie (which has a flat-panel filter) we did everything we could with pleat density to try to match or get close to the stock flow without success. So we ended up supplying the filter with a layer of foam that's laid on top of the K&N filter so that rejetting is not required. Of course, if you decide to rejet your Valkyrie then you can discard the foam.

Our aim is to make replacement filters that do not require rejetting. With the vast majority of bikes, the addition of a K&N filter will not require rejetting. Some bikes, however, have unusually restrictive filter elements and will run better with a jetting change. And there's a very small number of bikes that we strongly recommend getting a jetting change. We've had a long and prosperous relationship with DynoJet for more than 20 years and offer what we call a Power Kit that combines a replacement K&N filter with a jet kit.

Occasionally installation of a K&N filter doesn't increase power. This is far more the exception than the rule, but as original-equipment airboxes and filters become better and better, there are less likely to be power-robbing restrictions in the intake path. But you have to remember that the OEMs consider the costs of air filters carefully and something like a K&N is just too expensive to do as original-equipment. Even so, our product gives you a filter that you can clean and reuse. We hear from a lot of customers that this is the main reason they buy a K&N, saying that this is the last filter they'll have to buy. Plus we offer a 10-year, one-million-mile warranty.

It is completely legal to change an air filter. That may sound obvious, but as newer bikes must comply with ever more stringent and complicated emissions controls, the issue of modifying the bikes comes up more often. Fortunately, air filters are an open area and are not considered to have an impact on emissions compliance.

It's no more difficult to maintain a K&N filter than the stock dry element. We recommend that you have a look at your filter at least once a year; or maybe twice as often if you live on a dirt road. (That's about the same as the OEMs recommend for the standard filter.) Also, just because a K&N starts looking a bit dirty doesn't mean flow is impeded—the first layer of dirt actually acts as an initial filter medium, which slows buildup of debris of the outer surface. All K&N filters use a special oil to help trap dirt and, over time, the element can get dirty and the oil can evaporate. Naturally, we sell a cleaning kit that includes a cleaner and filter oil. Really, it's as easy as hitting the filter with the cleaner, letting it soak, rinsing with cold water and then allowing the element to dry in the sun. Please, don't use compressed-air to help blow out or dry a K&N filter; you'll ruin it. Also, go easy on the filter oil. If it's dripping red oil, you've used way too much; you don't want it completely saturated.

Individual filters with airbox removal are rapidly becoming a thing of the past. As airbox design becomes more advanced and more sportbikes rely on ram air for a performance boost, we're seeing fewer riders going to the individual pod filters. These days, the stock airboxes are so good you probably won't pick up any performance gain by going to individual filters. *—Brian Cornelius*

Smart Money

HONDA SHADOW AMERICAN CLASSIC EDITION, 1995–1999

SCOTT KILLEEN

- **Cheer:** Premium American steel and real V-twin rumble without any unpleasant aftertaste
- **Jeer:** It's, well...slow
- **Maintenance Watch:** Look for bad batteries and loose bolts/hoses in the engine bay
- **Verdict:** Practical cool in a (nearly) no-maintenance package
- **Prices:** $5015 ('95), $5510 ('96), $5860 ('97), $6350 ('98), $6615 ('99)

COOL, CONTRARY TO POPULAR MYTHOLOGY, flows freely from ZIP codes outside southeastern Wisconsin. Proof? Try Marysville, Ohio, birthplace of the Honda Shadow American Classic Edition, a.k.a. the A.C.E. since 1995.

Just shaping its 4.2-gallon fuel tank and valanced fenders from real American steel and rolling on equally authentic wire wheels might have drawn xenophobic fire, but Honda didn't stop there. The A.C.E.'s otherwise-familiar 1099cc liquid-cooled, 45-degree, six-valve V-twin slipped a trump card from the old Milwaukee deck. Rather than the offset-crankpin arrangement pioneered by Honda's first V-twin Shadows in '83, the '95 A.C.E. debuted with a single-pin crankshaft. The twin's subsequently meatier, off-kilter cadence had the incurably flag-draped crying heresy. "Honda had gone too far," they said.

The riding position balances coolness and comfort....

From the beginning, the A.C.E. had just enough panache to escape the monotony of metric-cruiser equivalence. What it lacked was the horsepower to back it up. The riding position balances coolness and comfort with a variety of seats available from all the usual suspects, if the look or feel of the stocker doesn't pass personal muster. The front disc could be stronger, and the shocks turn rough pavement into punishment. Works Performance Tracker Shocks make an excellent replacement. Otherwise, it's a relaxing, mind-numbingly practical ride.

Compulsive mechanics will be bored rigid. As with any preowned prospect, meticulous service records are a good omen. Chronic problems are few here. Water-pump cover bolts can loosen, causing tiny leaks on high-mileage examples. Make sure the battery and charging system are happy, also. Carefully synchronizing the 36mm CV carburetors and fine-tuning the air mixture (what Honda techs call an idle drop) boost raspy low-rev response. Past that, hydraulic valve lash adjusters and shaft drive fairly define low maintenance. If you're into interstate travel, opt for the windshield and saddlebag equipped A.C.E. Tourer over privately accessorized examples. The Tourer's staggered-pin crankshaft makes it smoother, and factory installed accessories withstand time and mileage better than aftermarket alternatives.

America dug the package, buying enough American Classic Editions to double Honda's 1100cc cruiser sales in '95. Six new paint schemes every year kept the fire burning; so did the fat whitewall tires that debuted in '98. Nevertheless, the Shadow Aero was the big news for '98. Eight feet long from tip to tail, it played Honda's maximum style card with funky single-pin-crank soul. The post-modern, neo-industrial look proved cruiser chic could take shape outside of Milwaukee even if the single-pin crank didn't last. Staggered-pin smoothness eventually won out, erasing the funkier twin from Honda's lineup by 2000. *—Tim Carrithers*

(Pre) Loaded Questions

HOW-TO Easy attitude adjustment

ALTERING A BIKE'S SPRING PRELOAD HELPS YOU set static sag (the amount of suspension travel the bike consumes all by itself) and race sag (the amount of travel used by you and the bike). (See TRW in our January 2001 issue for details on setting sag.) Setting your bike's spring preload is one of the most basic tuning tasks, and yet we still get calls and e-mails asking about the procedures, most of which are only briefly explained in the owner's manuals.

For the fork springs, you'll be confronted with any of several types of adjusters. Most are continuously adjustable, meaning there's a threaded collar or shaft that bears down on the spring. You can adjust these preload caps to any position you like; there are no steps or detents. Most commonly, though, you'll see that we'll refer to a preload setting by the number of lines showing above the fork cap. Don't be confused by the terminology. Four lines showing on the fork cap is actually more spring preload than six lines. For unlined caps (often found buried inside cast-riser handlebars) you'll have to count the number of turns from fully seated.

Use care when changing the fork preload. These adjusters are mostly aluminum and are easily marred. For the slotted style (1) use an open-end wrench and watch where the other end of the tool swings as you make the adjustment; lots of tanks have tiny dings as a result of carelessness. Hex-head adjusters (2) can be turned with a box-end wrench or ratchet; resist the temptation to use the pliers from the tool kit. Remember, these babies are soft. Incidentally, turning the preload adjuster does not change the rebound setting, even though the adjusters are co-located.

The shock is another matter. Many streetbikes use stepped preload adjusters (3) with five or seven discrete settings. These are painfully easy to deal with, but not as precise or as finely adjusted as the locknut type. Normally, each setting represents a change in preload of between 2mm and 3mm. Use the special wrench from the tool kit and convince yourself that sticking a screwdriver in there will put you on the road to ruin—or, at least, make your mechanically inclined friends flinch. Rocking the bike up on its sidestand (or using the centerstand) will help relieve the load on the spring and ease the job.

Most aftermarket shocks and some original-equipment units have locking-ring preload adjustment. To best adjust these, you should use a special tool (4). Kowa and Motion Pro sell specialized preload-ring adjusters. In addition, you will have received a special tool with your slick Fox, Öhlins, Penske or Progressive aftermarket shock. (You didn't lose it, did you?) Oh, and have some patience—until you've done a few of these, the procedure can be tedious and frustrating.

Start by loosening the upper locking ring. You might find that the factory has torqued this piece beyond all rational measure and you will have to resort to using a screwdriver or drift to get things started. If it's really stubborn, try spraying a penetrating oil on the threads. Try not to hit the bodywork with the hammer, OK? Unscrew the locking ring by three or four turns to give yourself some working room.

Keep track of how much you've changed the preload by marking the second or setting ring with a punch or indelible marker (5). Most shocks' body thread pitch is 1.25mm per turn. Some shocks have a cover over the upper threads, making it more difficult to see where the preload is set and how far you've moved it (6). The best method is to measure the total length of the spring and adjust accordingly; make sure the rear wheel is off the ground or completely unloaded so your measurements are accurate.

When you're done, turn the locking ring back down over the setting ring and cinch it down by no more than one "tooth" on the ring. You don't need a lot of foot-pounds to keep the ring from turning as you ride.

MARC COOK

THE WORLD'S FINEST HELMETS.

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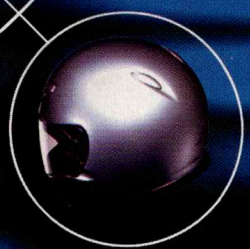

TZ-I
VENOM

RF-900
ORBIT

X-SP II
CRIVILLE

VFX-R
PASTRANA

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KEVIN WING

Honda CBR929RR

Parting is such sweet sorrow

- *Ringleader:* **Carrithers**
- *MSRP:* **$9999 (2000 model)**
- *Miles:* **6880–6889**
- *Average Fuel Mileage:* **35 mpg**
- *Modifications:* **Michelin Pilot Sports, Bridgestone BT010R radials, Intuitive Racing plastic frame sliders, Leo Vinci slip-on exhaust system, Lockhart Phillips speedscreen**

I WATCHED THE 929 PULL AWAY. THE OLD WHITE VAN giveth and the same Old White Van taketh away. Plucked—more like pried, really—from my grasp in the prime of its life, the 2000 CBR was headed home to American Honda where it would find a new home in somebody's race shop. No crew chief would look after it with the selfless benevolence I did. A racer won't think twice about bouncing the tach needle off the rev limiter like a piñata—or worse—using our 929 to wipe the asphalt at some unspecified racetrack, and then throwing the bike away like a used hankie. Actually, I think I could use a hankie right now.

First, let us remember that the CBR served us well, if not fully. The odometer read 6889 when it moved on. Between its debut in the July 2000 issue and now, fuel mileage was never worse than 24 mpg or better than 46 mpg. Oil consumption between 3.9-quart rations of 10w-30 Pro Honda GN4 was negligible.

At the 4220-mile mark, the loyal CBR made 126 horsepower at 11,000 rpm; 3.3 more than it did during initial testing. It soldiered through innumerable sorties on undisclosed (wouldn't you like to know...) back roads, 133.5 miles around Willow Springs International Raceway, and the indignities of commuting on the brake pads it was born with. The only mechanical glitch was a recall-mandated trip to Honda for a new clutch. Our bike was symptom-free beforehand; however, it shifted better afterward.

Six tires were consumed; two sets of Michelin Pilot Sports and a pair of Bridgestone BT010R radials. If I had it to do over, I'd opt for the grippier, more predictable Pilots. We added some nifty plastic frame sliders from Intuitive Racing Products (949/586-0514) but were fortunate enough never to slide on them. A Leo Vinci slip-on exhaust system from Indigo Sports (770/719-3800) bumped horsepower to 129.4 at 11,250, but our buddy Kent Kunitsugu at *Sport Rider* says a complete Hindle (905/985-6111) system can double that boost. The Lockhart Phillips (800/221-7291) Speedscreen punched a considerably bigger hole in the wind, making visits to twisty roads five to 10 ZIP codes away much more enjoyable.

The 929 doesn't rate an R1-esque double-take from the all-girl gymnastics team at the local college. It just goes about the job of eviscerating curvy roads like the scalpel it is, but with less effort and fewer scary moments than anything outside the 600 class. If you'd rather ride than wrench and aren't out to impress anyone but yourself, take a long close look at the 929. And if you recognize ours at a racetrack somewhere...just say hello...sniff. —*T.C.*

KAWASAKI ZX-6R

Ringleader: **Cook** *Miles:* **800–1700**

It's an embarrassment of riches this month as one long-termer closes out its stay while a replacement is already here. So much for serial monogamy. I've had a chance to ride all the new 600 super-sports and, as the Honda CBR600F4i is less do-everything than the F4, the Kawasaki emerges as (in my view) the best all-arounder. So instead of turning it into a Burnsian track mule, I'll concentrate on making the ZX-6R a better streetbike. —*M.C.*

YAMAHA YZF-R6

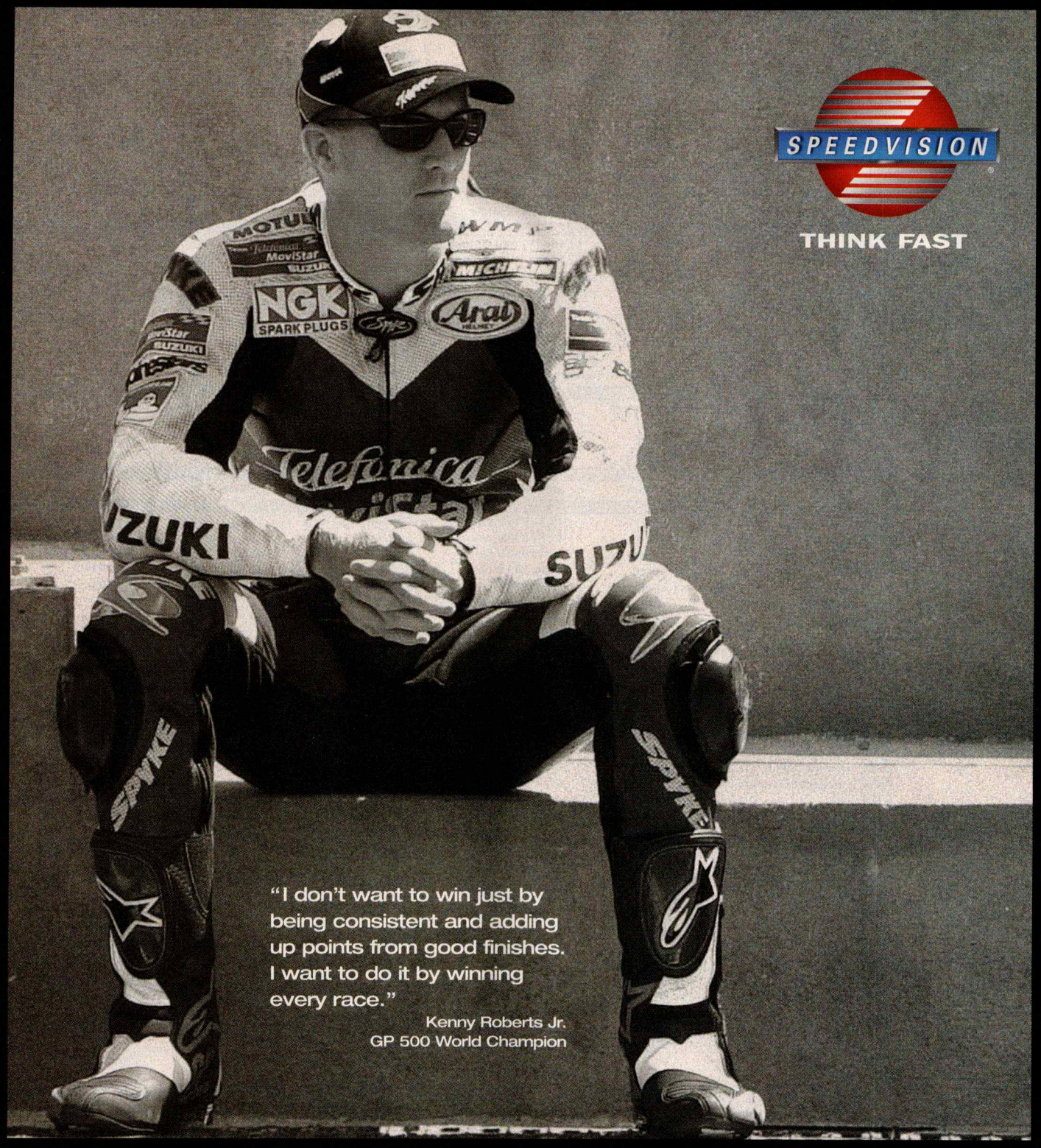
Ringleader: **Burns** *Miles:* **500–1500**

I took delivery of this spanky new 2001 Champion's Edition at a Yamaha-sponsored flog at Willow Springs back in January, where it was more or less broken in at between 10,000 and 15,000 rpm on a pair of Dunlop D207 Stars—great on the track and surprisingly good commuting in the rain. She is, for the moment, bog stock, and if it were mine that's how she would remain. However, the inability to leave good enough alone is a longstanding mototradition, and in that spirit we shall be slathering on a potpourri of go-faster stuff before the cock crows. Hand me the phone. —*J.B.*

BMW R1150GS

Ringleader: **Cook** *Miles:* **6500–7600**

Gone a month, forgotten? Just one ride and my love affair with the big GS is rekindled. Its new engine was installed under warranty after the original suffered a low-oil-level overheat. I'm hoarding the keys and watching the oil level to ensure the rest of its stay is uneventful. —*M.C.*


SPEEDVISION
THINK FAST
NGK
SPARK PLUGS
Arai
Telefonica
"I don't want to win just by being consistent and adding up points from good finishes. I want to do it by winning every race."
Kenny Roberts Jr.
GP 500 World Champion

SPEEDVISION ROAD RACING

FIM WORLD SUPERBIKE

Lausitzring, Germany - Race 1 & 2 Sun., June 10 - 8/9pm
San Marino - Race 1 & 2 Sun., June 24 - 8/9pm

FIM WORLD GP 500 MOTORCYCLES

Mugello, Italy - Sun., June 3 9pm
Barcelona, Spain - Sun., June 17 9pm

All times Eastern.

For complete programming information visit our web site: **www.speedvision.com** ©Speedvision 2001

the list

model	price	class	engine (note 1)	speeds/ final drive	dry weight (lb.)	seat height (in.)	wheel-base (in.)	rake (deg)/ trail(mm)	fuel cap. (gal.)
APRILIA 110 LONDONDERRY COURT SUITE 130 WOODSTOCK, GA 30188; 770/592-2261 WWW.APRILIA.COM									
RSV Mille R	$16,799	sport	l/c 8v 998 V-twin	6/chain	407	32.5	56.2	23.5-25.5/87-107	5.0
RSV Mille	$13,899	sport	l/c 8v 998 V-twin	6/chain	416	32.5	55.2	24.5/95	5.0
SL1000 Falco	$11,299	sport	l/c 8v 998 V-twin	6/chain	418	32.1	55.2	24.5/100	5.3
RS250 Challenge	$8569	sport	l/c 2st 249 V-twin	6/chain	295	33.0	53.7	25.5/102	5.0
RS50	$3549	sport	l/c 2st 50 single	6/chain	196	31.9	50.4	24.0/102	3.4
RST1000 Futura	$12,999	sport-touring	l/c 8v 998V-twin	6/chain	463	32.3	56.5	26.9/102	5.5
ETV1000 CapoNord	$11,999	dual-sport	l/c 8v 998 V-twin	6/chain	474	32.3	61.4	27.9/129	6.6
Pegaso 650 i.e.	$7877	dual-sport	l/c 5v 652 single	5/chain	386	31.9	58.1	28.7/115	NA
BMW 300 CHESTNUT RIDGE ROAD WOODCLIFF LAKE, NJ 07675; 201/307-4000 WWW.BMWUSA.COM									
K1200LT	$16,990	touring	l/c 16v 1171 inline-four	5/shaft	834	30.3	64.3	26.8/NA	6.1
K1200RS	$16,700	sport-touring	l/c 16v 1171 inline-four	6/shaft	628	30.3	61.0	22.3/124	5.5
R1100RT	$15,990	sport-touring	a-o/c 8v 1085 opposed-twin	5/shaft	563	30.7	58.5	27.2/122	6.6
R1200C Euro	$15,100	cruiser	a-o/c 8v 1170 opposed-twin	5/shaft	686	29.1	64.9	29.5/134	4.5
R1200C	$14,500	cruiser	a-o/c 8v 1170 opposed-twin	5/shaft	686	29.1	64.9	29.5/134	4.5
R1150GS	$14,500	dual-sport	a-o/c 8v 1130 opposed-twin	6/shaft	530	33.1	59.4	27.1/114.3	5.5
F650GS	$8100	dual-sport	l/c 4v single	5/chain	425	30.7	58.5	28.1/113	4.4
R1100S	$13,990	sport	a-o/c 8v 1085 opposed-twin	6/shaft	504	29.9	58.2	25.0/100	4.8
R1150R	NA	standard	a-o/c 8v 1170 opposed-twin	6/shaft	525	31.5	58.5	27.0/127	5.4
BUELL 3700 WEST JUNEAU AVENUE MILWAUKEE, WI 53208; 414/343-8400 WWW.BUELL.COM									
Thunderbolt S3/S3T	$11,995	sport-touring	a/c 4v 1203 V-twin	5/belt	450	29.5	55.0	24.5/97	5.4
Lightning X1	$10,695	sport	a/c 4v 1203 V-twin	5/belt	440	29.5	55.0	23.0/89	4.6
Cyclone Low/M2	$8995	sport	a/c 4v 1203 V-twin	5/belt	435	29.5	55.0	24.5/97	5.0
Blast!	$4395	standard	a/c 2v 492 single	5/belt	360	27.5	55.3	25.0/86	2.8
CAGIVA 2300 MARYLAND ROAD WILLOW GROVE, PA 19090; 215/830-3300 WWW.CAGIVAUSA.COM									
Gran Canyon	$8995	dual-sport	a/c 4v 904 V-twin	6/chain	458	33.2	59.8	27.5/91	5.3
DUCATI 237 WEST PARKWAY POMPTON PLAINS, NJ 07444; 973/839-2600 WWW.DUCATIUSA.COM									
996R	$24,000	sport	l/c 8v 998 V-twin	6/chain	407	31.1	55.5	23.5-24.5/91-97	4.4
996S	$21,895	sport	l/c 8v 996 V-twin	6/chain	436	31.1	55.5	23.5-24.5/91-97	4.4
996	$17,095	sport	l/c 8v 996 V-twin	6/chain	436	31.1	55.5	23.5-24.5/91-97	4.4
748/748S	$13,295	sport	l/c 8v 748 V-twin	6/chain	423	31.1	55.5	23.5-24.5/91-97	4.4
Supersport 900	$11,495	sport	a/c 4v 904 V-twin	6/chain	415	32.1	54.9	24.0/100	4.2
Supersport 750	$9545	sport	a/c 4v 748 V-twin	5/chain	404	32.1	55.3	24.0/96	4.2
750 Sport	$7895	sport	a/c 4v 748 V-twin	5/chain	400	32.1	55.3	24.0/96	4.2
ST4	$13,795	sport-touring	l/c 8v 916 V-twin	6/chain	474	32.3	56.3	24.0/102	5.5
ST2	$12,295	sport-touring	l/c 4v 944 V-twin	6/chain	460	32.3	56.3	24.0/102	5.5
Monster S4	$12,995	standard	l/c 8v 916 V-twin	6/chain	423	31.6	56.7	24.0/102	4.2
Monster 900	$10,395	standard	a/c 4v 904 V-twin	6/chain	407	30.3	56.3	23.0/104	4.2
Monster 750	$7795	standard	a/c 4v 748 V-twin	5/chain	392	30.3	56.3	23.0/94	4.2
Monster 600	$6195	standard	a/c 4v 583 V-twin	5/chain	392	30.3	56.3	23.0/94	4.2
HARLEY-DAVIDSON 3700 WEST JUNEAU AVENUE MILWAUKEE, WI 53208; 414/343-4680 WWW.HARLEY-DAVIDSON.COM									
Electra Glide Classic	$15,940	touring	a/c 4v 1450 V-twin	5/belt	776	27.3	63.5	26.0/156	5.0
Electra Glide Standard	$13,595	touring	a/c 4v 1450 V-twin	5/belt	758	27.3	63.5	26.0/156	5.0
Ultra Classic Electra Glide	$18,980	touring	a/c 4v 1450 V-twin	5/belt	788	27.3	63.5	26.0/156	5.0
Road Glide	$15,780	touring	a/c 4v 1450 V-twin	5/belt	731	26.9	63.5	26.0/156	5.0
Road King	$16,695	touring	a/c 4v 1450 V-twin	5/belt	723	27.3	63.5	26.0/156	5.0
Heritage Softail Classic	$16,235	cruiser	a/c 4v 1450 V-twin	5/belt	696	25.4	64.5	32.0/147	5.0
Heritage Springer	$17,545	cruiser	a/c 4v 1450 V-twin	5/belt	716	27.3	63.5	26.0/156	5.0
Softail Deuce	$16,235	cruiser	a/c 4v 1450 V-twin	5/belt	645	26.0	66.6	34.0/127	4.9
Springer Softail	$15,690	cruiser	a/c 4v 1450 V-twin	5/belt	653	25.8	65.4	32.0/135	5.0
Dyna Wide Glide	$15,695	cruiser	a/c 4v 1450 V-twin	5/belt	612	26.8	66.1	32.0/130	5.2
Fat Boy	$15,495	cruiser	a/c 4v 1450 V-twin	5/belt	666	25.5	64.5	32.0/147	5.0
Dyna Super Glide T-Sport	$14,720	cruiser	a/c 4v 1450 V-twin	5/belt	642	27.9	63.2	28.0/104	4.9
Night Train	$14,635	cruiser	a/c 4v 1450 V-twin	5/belt	630	25.2	66.9	34.0/127	5.0
Dyna Low Rider	$14,595	cruiser	a/c 4v 1450 V-twin	5/belt	614	26.5	65.5	32.0/130	4.9
Dyna Super Glide Sport	$13,720	cruiser	a/c 4v 1450 V-twin	5/belt	619	27.2	63.2	28.0/104	4.9
Softail Standard	$12,535	cruiser	a/c 4v 1450 V-twin	5/belt	630	26.1	66.9	34.0/127	5.0
Dyna Super Glide	$11,470	cruiser	a/c 4v 1450 V-twin	5/belt	612	26.5	62.5	28.0/104	4.9
Sportster 1200 Custom	$8995	cruiser	a/c 4v 1200 V-twin	5/belt	491	27.5	60.0	30.1/119	3.3
Sportster 1200 Sport	$8595	cruiser	a/c 4v 1200 V-twin	5/belt	501	28.0	60.2	29.6/117	3.3
Sportster 1200	$7895	cruiser	a/c 4v 1200 V-twin	5/belt	491	28.9	60.0	29.6/117	3.3
Sportster 883	$5595	cruiser	a/c 4v 883 V-twin	5/belt	489	28.0	60.0	30.1/119	3.3
HONDA 1919 TORRANCE BOULEVARD TORRANCE, CA 90501; 310/783-2000 WWW.HONDAMOTORCYCLE.COM									
Gold Wing	$17,499	touring	l/c 12v 1832 opposed-six	5/shaft	792	29.1	66.6	29.2/109	6.6
Valkyrie Interstate	$15,499	touring	l/c 12v 1520 opposed-six	5/shaft	771	28.7	66.5	32.0/152	6.9
Shadow A.C.E. Tourer	$9299	touring	l/c 6v 1099 V-twin	5/shaft	626	28.7	65.2	NA/NA	4.2
Valkyrie	$13,099	cruiser	l/c 12v 1520 opposed-six	5/shaft	682	28.9	66.5	32.2/152	5.3
Shadow Aero	$8999	cruiser	l/c 6v 1099 V-twin	5/shaft	615	28.5	66.1	32.4/161	4.2
Shadow Sabre	$8199	cruiser	l/c 6v 1099 V-twin	5/shaft	573	27.2	64.6	32.4/161	4.2
Shadow Spirit	$7999	cruiser	l/c 6v 1099 V-twin	5/shaft	544	28.7	65.0	32.4/161	4.2
Shadow Spirit 750	$5999	cruiser	l/c 6v 745 V-twin	5/chain	496	26.6	64.8	33.0/157	3.7
Magna	$7499	cruiser	l/c 16v 748 V-four	5/chain	505	28.0	65.0	32.0/137	3.6
Shadow A.C.E. 750 Deluxe	$6199	cruiser	l/c 6v 745 V-twin	5/chain	505	27.6	63.6	33.0/157	3.7
Shadow VLX	$4999	cruiser	l/c 6v 583 V-twin	4/chain	445	25.6	63.2	35.0/164	2.9
Rebel	$2999	cruiser	a/c 4v 234 vertical-twin	5/chain	306	26.6	57.1	30.0/113	2.6
ST1100/ST1100 ABS	$11,899	sport-touring	l/c 16v 1084 V-four	5/shaft	639/659	31.5	61.2	27.3/101	7.4
CBR1100XX	$10,999	sport	l/c 16v 1137 inline-four	6/chain	492	31.9	58.7	25.0/99	6.3
CBR929RR	$9999	sport	l/c 16v 929 inline-four	6/chain	375	32.1	54.9	23.8/97	4.8
RC51	$10,999	sport	l/c 8v 999 V-twin	6/chain	432	32.0	55.5	24.5/101	4.8
Interceptor	$9499	sport	l/c 16v 781 V-four	6/chain	463	31.7	56.7	25.3/95	5.5
Super Hawk	$8999	sport	l/c 8v 996 V-twin	6/chain	423	31.9	56.3	24.0/97	4.8
CBR600F4i	$8199	sport	l/c 16v 599 inline-four	6/chain	370	31.7	54.9	24.0/96	4.8

CONVENTIONS

note 1: cooling medium (a/c=air/cooled, l/c=liquid-cooled, a-o/c=air- and oil-cooled); total number of valves (4v), displacement in cc; number of cylinders and configuration (single, inline-three, opposed-twin, V-twin)

BACK ISSUES

To order back issues call (800) 544-6748, fax (201) 635-0145 or e-mail ISI@wwmag.com.

verdict
SP is the Superbike special, twice the price of the R
A Ducati 996 without the red mist
Saner version of the Mille makes us go "woo-hoo"
Ring-ding its little neck…it loves the attention
Rare, small, slow…only you know if you want one
Other STs cower in the Futura's angular presence
A new home for Mille's engine, looks good from here
More street than sport; distanced from BMW's F650
German Gold Wing; still very much a BMW
Autobahn burner continues unchanged; not nimble
Our pick for 2000's touring bike of the year
Special editions fill out C lineup
Trading style for function but a watershed for BMW
We can't tell you exactly why we love this bike so….
Sportier, in-house GS should be debugged by now
Polarizing styling; typically high BMW quality
Revised basic boxer should be a real treat
Fairing and bags aim it at BMW; wide of the mark
Big attitude, little bodywork; reliable now?
Our fave Buell; $200 Low option gets lower seat
Significant but unpolished…does polish matter here?
Duck-powered and quick reflexed…very nice
You can only dream; Ducati says it's sold out
Still brilliant and deadly serious, but aging rapidly
WSB-spec chassis mated to street-going 996 mill
Hanging with the supersport 600s and loving it
Charismatic air-cooled twin may be "classic" Duck
Small-bore 900SS sacrifices performance for price
New price leader gives up power and brakes
Lower price and standard hard bags improve value
Bucks down a bit for 2001, the ST2's a great deal
Hail the new wheelie king! 916 power makes us bulge
Cheaper and better…that's hooligan progress
Middle Monster may suffer Jan Brady syndrome
First time for the 600 here; watch out for SV650s
One notch down from the Ultra, a fine big rig
Blank canvas for hot-rod tourer, relatively cheap
Haul it all with substance and style; works good, too
Harley's sport-tourer with a killer stereo
Fun and functional, best parts of cruiser and tourer
H-D's bread and butter classic, just keeps selling
Huge pose factor now with competent engine
Our pick for cruiser of the year in 2000
Stripped-down springer; decent functionally
Hugely popular Dyna with kicked-out fork
Living large and selling well; you'll know if it's for you
Replaces Dyna Convertible; nicely equipped
If black is your thing, this is your chopper
Slammed suspension helps shorties, hurts ride
Sportiest Big Twin is among our favorite hogs
Bare bones Softail lets you customize with impunity
Entry-level Big Twin, still a pretty good piece
Custom big-inch Sporty leads the XL line
Sportiest Sportster will not harass many Buells
Basic 1200 still elemental; still a paint shaker
Cheapest Harley you can buy; basic and slightly crude
Completely new for 2001, resetting the standard
Previous-gen GL engine still hot to trot
Cruiser-based tourer; more competent than cool
Hard to argue with 100 foot-pounds of torque, eh?
Nice ride about to be obsoleted by 2002 VTX
Tough-guy custom growls but doesn't bite
Original VT1100 resurrected for the budget-minded
Budget cruiser with old engine and new styling licks
V-four power gives the Magna real performance
Midsize A.C.E. with fat tires and lots of chrome
Mini Shadow's lack of punch is fine for beginners
Nicely finished for the price, but very slow
Functional and evergreen; ABS/TCS is $2500 option
Not the most hyper big-bore but finely polished
Beat the R1 in our open-class shootout in 2000
A champion the first time out; a genuine achievement
Sport-touring with real sport, a big favorite here
Probably the last year for this all-around sport twin
Honda injects the F4; will it beat the R6 and GSX-R?

Starter Sauce

TOOL CRIB

WELCOME TO THE INAUGURAL INSTALLMENT of Tool Crib, in which we'll help you build the dream toolbox and show you the special tools that'll make motorcycle maintenance more pleasure than pain. As a place to start, we thought it appropriate to…well…begin at the beginning. Our goal is to set you up with a solid, basic set upon which you can build your tool empire. For a surprisingly small investment—and you *must* think of tools as an investment or this whole house of cards falls to the carpet—you can have a fine starter set.

So, which brand? Snobs will say you should buy your tools from a truck, not a department store. Let them burn their cash. Most of us are deliriously happy with our Craftsmans—have been for years. Reasons to shop Sears go beyond inertia and apathy. If you need a specific tool, late on a Sunday afternoon, Sears will be there for you. And how about that lifetime warranty?

That's settled, then; so which tools do you need? Sears sells a bewildering number of tool sets and kits, so take your time with the catalog or online at www.sears.com. You're looking for a basic mechanic's set that includes combination wrenches (open on one end, box on the other), 1/4- and 3/8-inch-drive ratchet sets with both standard and deep sockets, socket extensions, a good screwdriver set, and hex and Torx keys. The set we chose (part number 33258) includes those items plus a 1/2-inch-drive socket set. Many of the sets come with SAE and metric tools, though you can find metric-only sets.

To this basic arsenal you'll want to add duplicate wrenches (double-headed open-end, double-box versions or more combinations) of 8mm, 10mm, 12mm, 14mm and 17mm. (That's for the Japanese and European bikes, of course; American-iron riders should reach for extra wrenches in sizes 3/8, 7/16, 1/2 and 9/16.) There are occasions when you'll need two of the same size and the socket set won't cut it. Also, plan on buying—maybe not now but soon—a 1/2-inch-drive breaker bar and the appropriate sockets for your bike's axles. Hint: You might not be able to find the exact metric socket you need, but very often there's a close SAE equivalent. A decent adjustable wrench will also do the trick.

The next question is: Where do you put them? For home storage, we like the Craftsman Project Centers (we have part number 65959) because they can be rolled right to the work site and have a useful small-parts storage system under the sliding lid. Prices range from $129.99 to $329.99, and look for Sears' frequent sales. For approximately $300, you can be on your way to skinned knuckles and stripped threads, and all the other joys of at-home motorcycle maintenance.

Denny and the Jets.

MARC COOK

the list

model	price	class	engine (note 1)	speeds/ final drive	dry weight (lb.)	seat height (in.)	wheel-base (in.)	rake (deg)/ trail(mm)	fuel cap. (gal.)
Nighthawk 750	$5799	standard	a/c 16v 747 inline-four	5/chain	463	30.9	59.3	29.0/180	4.8
Nighthawk	$3399	standard	a/c 4v 234 vertical-twin	5/chain	287	29.3	56.3	28.0/109	4.3
XR650L	$5499	dual-sport	a/c 4v 644 single	5/chain	324	37.0	57.3	27.0/102	2.8
HUSQVARNA 2300 MARYLAND ROAD WILLOW GROVE, PA 19090; 215/830-3300 WWW.HUSQVARNAUSA.COM									
SM610S	$6499	super-motard	l/c 4v 576 single	6/chain	331	33.9	59.3	27.0/88	2.4
TE610E	$6399	dual-sport	l/c 4v 576 single	6/chain	330	35.4	58.5	27.5/116	2.4
KAWASAKI 9950 JERONIMO ROAD IRVINE, CA 92618; 949/770-0400 WWW.KAWASAKI.COM									
Vulcan 1500 Nomad Fi	$12,999	touring	l/c 8v 1470 V-twin	5/shaft	739	28.3	65.6	32.0/188	5.0
Vulcan 1500 Nomad	$12,299	touring	l/c 8v 1470 V-twin	5/shaft	732	28.3	65.6	32.0/188	4.2
Voyager XII	$12,299	touring	l/c 16v 1196 inline-four	5/shaft	728	29.7	63.8	30.0/122	6.1
Ninja ZX-12R	$11,999	sport	l/c 16v 1198 inline-four	6/chain	463	31.9	56.7	23.5/94	5.3
Ninja ZX-9R	$9999	sport	l/c 16v 899 inline-four	6/chain	404	31.9	55.7	24.0/97	5.0
Ninja ZX-11	$10,199	sport	l/c 16v 1052 inline-four	6/chain	514	30.7	58.9	26.5/107	6.3
Ninja ZX-7R	$9299	sport	l/c 16v 748 inline-four	6/chain	448	31.1	56.5	25.0/99	4.8
Ninja ZX-6R	$7899	sport	l/c 16v 599 inline-four	6/chain	377	32.3	55.1	23.5/91	4.8
Ninja ZX-6	$7199	sport	l/c 16v 599 inline-four	6/chain	430	30.7	56.3	24.5/97	4.8
Ninja 500R	$5099	sport	l/c 8v 498 vertical-twin	6/chain	388	30.5	56.5	27.0/91	4.8
Ninja 250R	$3299	sport	l/c 8v 248 vertical-twin	6/chain	304	29.3	55.1	27.0/84	4.8
Vulcan 1500 Drifter	$11,799	cruiser	l/c 8v 1470 V-twin	5/shaft	668	29.1	65.2	32.0/163	5.0
Vulcan 1500 Classic Fi	$10,799	cruiser	l/c 8v 1470 V-twin	5/shaft	659	29.1	65.4	32.0/122	5.0
Vulcan 1500 Classic	$9999	cruiser	l/c 8v 1470 V-twin	5/shaft	644	29.1	65.4	32.0/122	5.0
Vulcan 800 Drifter	$7499	cruiser	l/c 8v 805 V-twin	5/chain	547	29.9	63.6	31.5/157	4.0
Vulcan 800 Classic	$6999	cruiser	l/c 8v 805 V-twin	5/chain	516	27.8	63.0	32.0/122	4.0
Vulcan 800	$6299	cruiser	l/c 8v 805 V-twin	5/chain	496	28.0	64.0	34.0/150	4.0
Vulcan 750	$6099	cruiser	l/c 8v 749 V-twin	5/shaft	483	28.9	62.2	32.0/127	3.6
Vulcan 500 LTD	$4699	cruiser	l/c 8v 498 vertical-twin	5/chain	496	28.1	62.8	33.0/150	4.0
Eliminator 125	$2499	cruiser	l/c 4v 124 V-twin	5/chain	282	26.8	57.9	34.0/122	3.4
Concours	$8199	sport-touring	l/c 16v 997 inline-four	6/shaft	595	31.1	61.2	28.5/122	7.5
W650	$6599	standard	a/c 8v 676 vertical-twin	5/chain	434	31.5	57.1	27.0/104	4.0
ZRX1200R	$7899	standard	l/c 16v 1164 inline-four	5/chain	NA	31.1	57.6	25.0/104	5.3
ZR-7S	$5999	standard	a/c 8v 738 inline-four	5/chain	445	31.5	57.3	25.5/144	5.8
KLR650	$4999	dual-sport	l/c 4v 651 single	5/chain	337	35.0	58.9	28.0/112	6.1
KLR250	$4149	dual-sport	l/c 4v 249 single	6/chain	258	33.7	55.7	28.5/117	2.9
Super Sherpa	$3999	dual-sport	a/c 4v 249 single	6/chain	249	32.7	54.1	28.0/107	2.4
KE100	$1999	dual-sport	a/c 2st 99 single	5/chain	187	31.7	50.6	30.5/119	2.4
KTM 1119 MYLAN AVENUE AMHERST, OH 44001; 440/985-3553 WWW.KTMUSA.COM									
Duke II	$8198	sport	l/c 4v 625 single	5/chain	320	33.8	57.5	25.8/NA	3.0
LC4 Adventurer R	$8198	dual-sport	l/c 4v 625 single	5/chain	340	35.4	59.5	28.0/NA	7.4
640 LC4/400 LC4	$6998	dual-sport	l/c 4v 625/398 single	5/chain	340	37.6	59.5	27.5/NA	3.0
LAVERDA 110 LONDONDERRY COURT SUITE 130 WOODSTOCK, GA 30188; 770/592-2261 WWW.APRILIA.COM									
750 Formula	$10,595	sport	l/c 8v 747 vertical-twin	6/chain	412	NA	54.2	26.3/103	5.0
750 Supersport	$9495	sport	l/c 8v 747 vertical-twin	6/chain	412	NA	54.2	26.3/103	5.0
Strike Café Racer	$8995	sport	l/c 8v 747 vertical-twin	6/chain	412	NA	54.2	26.3/103	5.0
Strike	$8495	sport	l/c 8v 747 vertical-twin	6/chain	418	NA	54.2	26.3/103	5.0
MOTO GUZZI 455 WEST DEPOT STREET ANGIER, NC 27501; 919/639-3180 WWW.MOTOGUZZI-US.COM									
V11 Sport	$11,900	sport	a/c 4v 1064 V-twin	6/shaft	472	31.0	NA	NA/NA	5.5
California EV	$11,500	cruiser	a/c 4v 1064 V-twin	5/shaft	550	30.0	61.4	28.0/99	5.0
California Special	$10,950	cruiser	a/c 4v 1064 V-twin	5/shaft	545	28.8	NA	NA/NA	5.0
California Jackal	$8495	cruiser	a/c 4v 1064 V-twin	5/shaft	542	29.0	61.5	28.0/154	5.0
Quota	$9995	dual-sport	a/c 4v 1064 V-twin	5/shaft	541	32.8	61.0	NA/NA	5.2
MuZ 4 SIGNAL AVENUE, SUITE C ORMOND BEACH, FL 32174; 904/676-1056 WWW.MOTORRADNA.COM									
Black Panther	$6195	sport	l/c 5v 660 single	5/chain	345	34.5	59.5	NA/NA	3.0
Skorpion Traveller	$6495	sport-touring	l/c 5v 660 single	5/chain	415	31.0	56.0	NA/NA	4.7
Skorpion Sport Cup	$5795	sport	l/c 5v 660 single	5/chain	382	31.0	56.0	NA/NA	4.7
Skorpion Tour	$4995	standard	l/c 5v 660 single	5/chain	374	31.0	56.0	NA/NA	5.0
MV AGUSTA 2300 MARYLAND ROAD WILLOW GROVE, PA 19090; 215/830-3300 WWW.MVAGUSTAUSA.COM									
Brutale Serie Oro	$28,995	standard	l/c 16v 750 inline-four	6/chain	NA	NA	NA	NA	NA
F4 Strada	$18,895	sport	l/c 16v 750 inline-four	6/chain	397	31.1	55.6	24.5/104	5.8
SUZUKI 3251 EAST IMPERIAL HIGHWAY BREA, CA 92821; 714/996-7040 WWW.SUZUKI.COM									
GSX1300R Hayabusa	$10,849	sport	l/c 16v 1299 inline-four	6/chain	473	31.7	58.5	24.0/97	5.8
GSX-R600	$7999	sport	l/c 16v 599 inline-four	6/chain	359	32.7	55.1	24.0/96	4.8
GSX-R750	$9449	sport	l/c 16v 749 inline-four	6/chain	366	32.6	55.5	24.0/94	4.8
GSX-R1000	$10,399	sport	l/c 988 inline-four	6/chain	375	32.3	55.5	24.0/96	4.8
TL1000R	$9599	sport	l/c 8v 996 V-twin	6/chain	434	32.5	54.9	23.0/90	4.5
TL1000S	$9099	sport	l/c 8v 996 V-twin	6/chain	421	32.9	55.7	23.0/95	4.5
SV650S	$6199	sport	l/c 8v 645 V-twin	6/chain	372	31.7	55.9	25.0/100	4.2
1500 Intruder LC	$9999	cruiser	a-o/c 6v 1462 V-twin	5/shaft	644	27.6	66.9	32.0/138	4.1
1400 Intruder	$8349	cruiser	a-o/c 6v 1360 V-twin	5/shaft	535	27.6	63.5	32.0/166	3.4
Intruder Volusia	$6599	cruiser	l/c 8v 805 V-twin	5/shaft	NA	27.6	64.7	33.0/141	4.2
800 Intruder	$6399	cruiser	l/c 8v 805 V-twin	5/shaft	443	28.9	61.4	32.0/138	3.2
Marauder	$5999	cruiser	l/c 8v 805 V-twin	5/chain	456	27.6	64.8	35.0/146	3.4
Savage	$4299	cruiser	a/c 4v 652 single	5/belt	352	27.6	58.3	35.0/147	2.8
GZ250	$2999	cruiser	a/c 2v 249 single	5/chain	308	27.8	57.1	32.0/140	3.7
1200S Bandit	$7399	sport-touring	a-o/c 16v 1157 inline-four	5/chain	471	32.9	56.5	25.0/107	5.0
750 Katana	$7299	sport-touring	a-o/c 16v 749 inline-four	6/chain	469	31.1	57.7	25.0/100	5.3
600 Katana	$6299	sport-touring	a-o/c 16v 599 inline-four	6/chain	458	30.9	57.9	25.0/100	5.3
600S Bandit	$5849	sport-touring	a-o/c 16v 599 inline-four	6/chain	449	31.1	56.4	25.0/100	5.3
SV650	$5799	standard	l/c 8v 645 V-twin	6/chain	363	31.7	56.3	25.0/100	4.2
GS500E	$4399	standard	a/c 4v 487 vertical-twin	6/chain	372	31.1	55.0	25.0/95	4.0
DR650SE	$5449	dual-sport	a-o/c 4v 644 single	5/chain	324	33.0	58.7	28.0/111	3.4
DR-Z400S	$5449	dual-sport	l/c 4v 398 single	5/chain	291	36.8	58.1	27.0/109	2.6

verdict
Still with us, still selling well, still fun
MSF drop doggie on a cat-food budget (still!)
Air-cooled thumper continues; waiting for XR-R mill
Husky's answer to KTM's awesome Duke II
A true enduro-racer with lights
Cruiser-based tourer with excellent injection
Fewer bucks and horses, not long in tooth
Old tourer hanging in there, about to earn retirement
Ferociously fast but not perfectly finished
Overshadowed by 929 and R1, great in the real world
With the 12R here, it's starting to show its age
Playing longer than *Cats*; what's new Kawasaki?
Smooth and comfy, right there with the F4 and R6
Feeling old next to the almost-as-comfortable 6R
Tot-sized twin with major-league fun factor
Our favorite 250; damning with faint praise?
For '01: larger fuel tank, solo seat and more chrome
Team Green's hot big-bore continues unchanged
Function and style merge for reasonable cash
Same updates as 1500, lacks only a few foot-pounds
Custom-styled V-twin remains a good seller
Save on the buy and spend on the aftermarket
Low price saves out-dated styling
Barstool-busting parallel-twin cleans up in the 500 class
All-new beginner bike; will 125cc be enough?
Popular and inexpensive ST getting varicose veins
Bonnie-buddy gets chassis tweaks for '01
Upping the ante at the naked table; watch out!
Half-faired version of KZ750-engined cheapster
Long-running model refined into super dual-sport
Smaller KLR may be your next ranch hand
Entry-level model excellent for dirty newbies
Hey...a two-stroke! Smoke 'em if you got 'em
If you can't get arrested on one of these...
Huge P/D replibike, park next to your Excursion
More dirty than streety, but that's fine by us
High-end parallel twin needs further development
Cheaper version with all the same foibles
Laverda's version of the Triumph Speed Triple
Naked and less expensive, but is that enough?
A stripped Guzzi in the V7 tradition; great 'box
Upmarket cruiser lavished in chrome; works fine
Guzzi cruiser stands ready for factory custom stuff
Simple, sporty cruiser that's also reasonably priced
Elderly adventurer-tourer; name your price
Who names these things, anyway?
Sport Cup with hard luggage, bigger fairing
Same Yamaha-built engine, less flash and less cash
Looks (and runs) like an SV650 with a lung removed
Monster? What's a Monster?
Exotic, desirable, competent; what else do you need?
Still the fastest open-class GT, and our favorite
All that's right with the new 750 in a middleweight
Motorcycle of the Year for 2000; stunning and fun
Stand back you wussie 929s and R1s!
Big and beefy sporty twin, days may be numbered
Likely to become a standardized SV1000 next year
Half-faired version finally comes here; a bit sedate
Big cruiser is actually a pretty good piece
U.S.-designed cruiser still with us, punchy engine
Marauder-based cruiser should be competent
Smaller, old-style Intruder continues to sell well
Bargain bruiser; a Magna without as much grunt
A decent little cruising single, if a bit basic
A bit wheezy next to the 250 twins but nicely built
Renewed for 2001 and better than ever; a great buy
Popular, reasonably cheap, old GSX-R750 power
Popular, even cheaper, early GSX-R600 power
Hard to distinguish from the 1200S
How long before *every* MC editor owns one?
Mild updates for 2001, but nothing major
Suzuki's street-ized big-bore dual-sport
An impressive d/p bike—a do-it-all machine

Answers

SO TIRED

It's time to replace the Dunlop D207ZR on my 2000 YZF-R6. I've heard that there can be differences in the same make and model tire, depending on which manufacturer the tire was made for. Is there a difference in the compound or construction, or is it just the tread? I would like to order a new tire from a discount wholesaler, but will I get the same quality tire as the one I have? Is there anything I should watch for?

Jason
Via e-mail

Ever since Dunlop and other tire makers began making tires to spec for bike manufacturers, they've been getting that question more and more. The tire your bike came with is the one its engineers, in conjunction with the tire engineers, designed specifically to work best on your bike. Maybe the bike manufacturer asked for a slightly lighter tire, maybe it asked for one with a bit more high-speed stability, a softer sidewall, whatever. It's a good idea to replace that special tire with the same one if you can. On the other hand, Dunlop's regular D207ZR is designed to work fine on all bikes that come with special fitments, and, in fact, our Dunlop rep tells us that probably 98 percent of riders won't notice any difference in feel. Also, though Dunlop sells the special tires to its distributors for the same price as the regular D207, extra expenses due to distribution and stocking mean you might wind up paying more for the bike-specific tire. In this case it probably pays to shop around or, better yet, have a good dealer relationship. If the difference in price is small, you might as well get the bike-specific tire. Otherwise the replacement 207 will be fine.

EXPLOSIVE POWER

I have a 2000-spec ZX-6E that's been jetted and has an aftermarket Muzzys exhaust. The bike has 3700 miles on it. Recently, though irregularly, it will "pop" loudly—almost like a firecracker—when I start it up. It pops only once and that's it, and this only occurs (so far) after it sits, say, overnight or after an afternoon at work. Is this of any real concern? The bike performs just fine.

Also, I want to put a 170/60ZR17 on the rear wheel (it has stock 160/60ZR17 now), and a 120/70ZR17 on the front wheel (120/60ZR17 right now). Will this cause problems with handling or safety? Thanks.

Bob Jones
Tulsa, OK

Connections at Muzzys and Kawasaki seem to think you should swap out the bike's igniter and see if the problem goes away. Your ZX-6E came with an early style, nondigital, breakerless ignition that's now regarded as slightly primitive. A Kawasaki dealer that loves you might let you borrow an igniter from a ZX-6 sitting on the showroom to see if that's the cure.

As for the tires, the 120/70 front will be slightly taller than the 120/60: Those numbers denote a tire 120mm wide, with sidewalls either 60 or 70 percent as tall as the width. If the 70 tire winds up being, say, 10mm taller than the 60, you can restore the bike's stock geometry by sliding the fork tubes up in the clamps half that amount—5mm. Sometimes, replacing a 60 with a 70 will cause the tire to rub the fender at speed, which at the very least will put a hole in the fender unless you shim the fender up somehow. A 170 rear will be about 10mm wider than a 160—5mm wider on each side. Eyeball chain interference to see if it will fit. Handling will be different—probably slower steering and slower transitionally. We'd use stock tire sizes; the engineers in Japan aren't stupid, ya know?

SMARTASS

I found a cure for my visor fogging up on cold winter days. I've installed a tube that runs from the exhaust pipe up into my helmet. Now my face stays all warm and toasty! Unfortunately, it seems to have created a handling problem as the bike seems to wander back and forth on straight sections of road. Do you think I need to rejet my carbs?

Charly Gonsalves
Tracy, CA

Sounds more like a pressure imbalance problem to us. Install a T-junction in the hose that runs to your face shield and see if you can find an orifice at the other end of yourself to plug a second hose into.

Send your questions to *Motorcyclist*, Attn: Answers, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515; fax them to (323) 782-2372; or e-mail us at mcmail@emapusa.com. Time doesn't permit personal replies and the editors reserve the right to edit all letters, which must be exclusive to *Motorcyclist*.

the list

model	price	class	engine (note 1)	speeds/ final drive	dry weight (lb.)	seat height (in.)	wheel-base (in.)	rake (deg)/ trail(mm)	fuel cap. (gal.)
DR200SE	$3899	dual-sport	a/c 4v 199 single	5/chain	249	31.9	55.3	29.0/112	3.4
TRIUMPH 403 DIVIDEND DRIVE PEACHTREE CITY, GA 30269; 770/631-9500 WWW.TRIUMPH.CO.UK									
Trophy 1200	$11,999	sport-touring	l/c 16v 1180 inline-four	6/chain	518	31.1	58.7	27.0/105	6.6
Trophy 900	$10,999	sport-touring	l/c 12v 885 inline-three	6/chain	455	31.1	58.7	27.0/105	6.6
Sprint ST	$10,799	sport-touring	l/c 12v 955 inline-three	6/chain	456	31.5	57.9	25.0/92	5.6
Daytona	$10,999	sport	l/c 12v 955 inline-three	6/chain	436	31.5	56.3	24.0/86	4.8
Speed Triple	$10,499	sport	l/c 12v 955 inline-three	6/chain	432	31.5	56.7	24.0/86	4.8
Sprint RS	$9499	sport	l/c 12v 955 inline-three	6/chain	438	31.7	57.9	24.5/89	5.6
TT600	$8299	sport	l/c 16v 599 inline-four	6/chain	374	31.9	54.9	24.0/89	4.8
Tiger	$10,799	dual-sport	l/c 12v 955 inline-three	6/chain	474	33.1	61.0	28.0/92	6.4
Adventurer	$8999	cruiser	l/c 12v 885 inline-three	5/chain	464	28.5	63.8	30.0/130	4.0
Thunderbird	$8999	cruiser	l/c 12v 885 inline-three	6/chain	485	30.5	62.2	27.0/106	4.0
Legend TT	$7799	cruiser	l/c 12v 885 inline-three	5/chain	473	28.5	62.2	27.0/106	4.0
Bonneville	$6999	standard	l/c 4v 790 vertical-twin	5/chain	451	31.5	57.0	29.0/117	4.3
VICTORY 2100 HIGHWAY 55 MEDINA, MN 55340; 612/542-0500 WWW.POLARISINDUSTRIES.COM									
V92C Deluxe	$14,599	cruiser	a-o/c 8v 1507 V-twin	5/belt	657	28.5	63.6	30.0/120	5.0
V92SC	$13,399	cruiser	a-o/c 8v 1507 V-twin	5/belt	657	28.5	63.6	30.0/120	5.0
V92C	$13,399	cruiser	a-o/c 8v 1507 V-twin	5/belt	657	28.5	63.6	30.0/120	5.0
YAMAHA 6555 KATELLA AVENUE CYPRESS, CA 90630; 714/761-7300 WWW.YAMAHA-MOTOR.COM									
Royal Star Venture	$16,399	touring	l/c 16v 1294 V-four	5/shaft	807	29.5	67.1	30.0/126	6.0
RS Tour Deluxe	$15,499	touring	l/c 16v 1294 V-four	5/shaft	728	28.5	66.7	30.0/126	4.8
Royal Star Boulevard	$14,299	cruiser	l/c 16v 1294 V-four	5/shaft	672	28.1	66.7	30.0/126	4.8
Road Star Silverado	$12,399	cruiser	a/c 8v 1602 V-twin	5/belt	710	27.9	66.3	32.0/142	5.3
Road Star Midnight Star	$11,799	cruiser	a/c 8v 1602 V-twin	5/belt	677	27.9	66.3	32.0/142	5.3
Road Star	$10,999	cruiser	a/c 8v 1602 V-twin	5/belt	677	27.9	66.3	32.0/142	5.3
V-Max	$10,899	cruiser	l/c 16v 1198 V-four	5/shaft	581	30.1	62.6	29.0/119	4.0
V-Star 1100 Classic	$8199	cruiser	a/c 4v 1063 V-twin	5/shaft	599	27.9	64.8	33.0/136	4.5
V-Star 1100 Custom	$7899	cruiser	a/c 4v 1063 V-twin	5/shaft	571	27.0	64.5	33.0/136	4.5
V-Star Classic	$5899	cruiser	a/c 4v 649 V-twin	5/shaft	495	28.0	64.0	35.0/NA	4.2
V-Star Custom	$5599	cruiser	a/c 4v 649 V-twin	5/shaft	460	25.6	64.0	35.0/NA	4.2
Virago 250	$3399	cruiser	a/c 4v 249 V-twin	5/chain	302	27.0	58.6	32.0/120	2.5
YZF-R1	$10,299	sport	l/c 20v 998 inline-four	6/chain	385	32.0	54.9	24.0/92	4.7
YZF-R6	$7999	sport	l/c 16v 599 inline-four	6/chain	365	32.8	54.4	24.0/81	4.5
YZF600R	$6999	sport	l/c 16v 599 inline-four	6/chain	416	31.7	55.7	25.0/97	5.0
FZ1	$8499	standard	l/c 20v 998 inline-four	6/chain	458	32.3	57.1	NA/NA	5.6
XT225	$3999	dual-sport	a/c 4v 223 single	6/chain	238	31.9	53.1	26.5/102	2.3
TW200	$3599	dual-sport	a/c 2v 346 single	5/chain	262	31.1	52.2	26.5/94	1.9

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verdict
Basic and fun wheels for entry-level folks
Touring model with a replacement expected soon
Trophy chassis package, three-cylinder propulsion
Finally a BRG version; keeps the VFR800 honest
Due for a redesign soon, but still haughty
You'll know you love it from a half-mile away
Sportier than the ST, just as beautifully torquey
New cams and tune for '01 may save this bike
Now with stonking Sprint ST power—yee haw!
A custom T-bird with V-twin-squashing power
Retro-cruiser looks, naked-bike performance
Entry-level Britbike, torquey and talented triple
Hugely anticipated and amazingly inexpensive
Revision for '01 to bring function up to par
Plenty of sporty function, tranny *still* needs help
Fewer rough edges, but not up to Japanese standards
Retro looks, long-haul function, needs new 'shield
A decent touring cruiser in need of some punch
Standard Star also wants a horsepower injection
Touring version of the highly competent Road Star
Blacked-out version should broaden model's appeal
Functional and handsome, what else do you need?
A legend retires; this is (supposedly) its last year
Middle-range big cruiser plows ahead
Less retro, same great low price
"Heritage" styling but mostly modern underneath
More custom than nostalgic; same chassis/engine
A cheap V-twin that'll get you in the game
Unchanged for '01; champs edition has new paint
Faces tough competition from new GSX-R and F4i
Understandably overlooked, but a real gem
Oooh, oooh…we *want* one
Lightweight and fun entry-level dual-sport
A fat-tired fun-bike for the family

Night Time Ain't No Time

STREET SAVVY

THE NIGHT, AS THE song says, has a thousand eyes—unfortunately, it's dark which makes it hard for any of them to see. If you *must* fall off your bike in traffic, for God's sake don't do it after dark.

Think about it. During daylight, you have a good view of the cars around you as well as the terrain around them. At night, you can see about as far ahead as the lights of whatever you're driving. Fall off during the day and, anyone that's conscious and not talking to their broker will see you and take evasive action. Fall off after dark and, the car immediately behind you will swerve to avoid you and after that, well, ahhh, good luck. Matter of fact, Harry Hurt's seminal work regarding motorcycle safety (the *Hurt Report*) points out one of the worst things you can do is go down on the freeway after dark. And it doesn't take a lot of imagination to understand why.

We bring this up not to be ghoulish, but to point out to those of you who go careening through the cars, that you need to be at least *twice* as careful after the sun goes down, when the consequences of even a minor shunt can very well be fatal. Check your taillight now and then while you're at it. And wear as much reflective gear as your bank account/ego will allow.

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Transition of Power

TECHNIQUE

KEVIN WING

OF THE HALF-MILLION OR SO SENSORY/MOTOR skills involved in a clean, quick trajectory across twisty pavement, you hold two of the most powerful in your right hand: the front brake and the throttle. For it is written, a tidy segue from one to the other is an essential chapter of the fast-guy manifesto.

Besides exhibiting an inelegance that makes it abundantly clear you're not Ed Lawson, spastic brake/throttle transitions can be dangerous. Tires and suspension bits aren't taking any more calls because of sideloads generated by your Lawsonesque clip and lean angle, thanks just the same. Slamming Mr. Throttle shut or mauling the front brake from there can instantly write a check Mr. Front Tire hasn't traction enough to cash. In that scenario, let's hope you're wearing leather overdraft protection. Here's the deal: Seen as two separate motions, slamming and grabbing waste time and energy better spent on other aspects of the corner. So? Combine them. Smoothly.

As is so often true in life, the slow squeeze beats the quick jerk. Visualize a favorite corner quickly expanding in your face shield. With the first two fingers of your right hand easing on the front-brake lever, you gradually—and simultaneously—ease off the throttle. Do it right and two discrete actions become one. Traction loads are taken up more gradually by tires and suspension. Less traction wasted soaking up sudden moves means more left for smooth braking and the new line suddenly necessitated by that extra large cow croissant glistening dead ahead. The same plan works in reverse once you're turned and heading for the exit.

Easing off the front brake while picking up a tiny bit of throttle keeps chassis attitude relatively neutral, letting tires and suspension work without overworking one end or the other. Just as it was on the way in, so it will be on the way out. The same absence of monkey-motion allows more composed, precise cornering. So run the virtual drill, in the garage to begin with, easing into the brakes and out of the throttle in one wax-on/wax-off motion. Keep the throttle cracked at midcorner, and then roll it on gently on the way out. Practice it on the bike for a few hundred corners. Once you've mastered this little transition you'll wonder how you ever got around a corner any other way.

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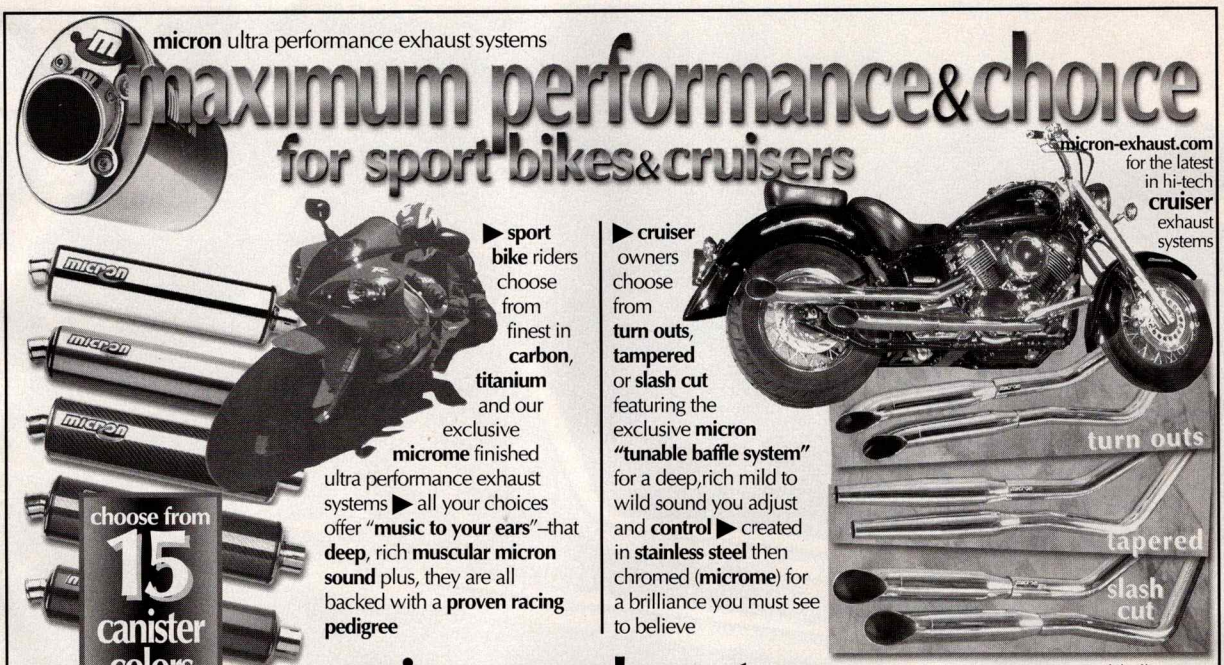

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hard numbers

motorcycle	measured hp (@ rpm)	measured torque (foot-pounds @ rpm)	corrected best 1/4 mi.* (sec. @ mph)	top-gear roll-ons 60–80 mph (sec.)	wet weight (lb.)	fuel consumption (avg. mpg)	last** tested
Aprilia RSV Mille ('00)	113.6 @ 9500	71.6 @ 7000	10.58 @ 131.5	3.80	490	39	4/00
Aprilia SL1000 ('00)	110.4 @ 9500	69.3 @ 7100	10.99 @ 125.0	4.56	485	39	8/00
BMW F650GS ('00)	43.5 @ 6250	40.3 @ 4500	13.76 @ 91.6	6.03	442	45	7/00
BMW K1200LT ('00)	83.0 @ 6750	75.7@ 5000	13.83 @ 98.7	9.42	866	41	2/01
BMW K1200RS ('98)	111.1 @ 8250	79.1 @ 6750	11.77 @ 118.2		643	36	8/97
BMW R1100S ('00)	92.2 @ 7250	70.9 @ 5750	12.67 @ 111.0	5.44	545	31	6/00
BMW R1150GS ('00)	79.7 @ 6500	72.2 @ 5500	12.84 @ 103.1	6.59	586	42	12/99
BMW R1200C ('98)	56.4 @ 5000	63.6 @ 3000	14.24 @ 91.2		560	44	12/97
Buell S3 Thunderbolt ('99)	90.1 @ 6500	78.1 @ 6000	11.90 @ 113.2		514	47	10/98
Buell S3T Thunderbolt ('97)	76.9 @ 5750	72.8 @ 5000	12.45 @ 107.3	7.69	520	44	*2/98*
Ducati 748 ('97)	89.7 @ 10,500	51.7 @ 8500	11.59 @ 119.7		472	43	5/97
Ducati 996 ('99)	109.8 @ 8750	69.6 @ 6750	10.61 @ 130.2	5.35	478	40	3/99
Ducati Monster S4 ('01)	98.9 @ 8750	63.5 @ 7000	11.20 @ 121.04	4.11	459	43	5/01
Ducati ST4 ('99)	105.5 @ 9250	63.3 @ 7250	11.03 @ 123.8	4.88	525	44	2/99
Ducati Supersport 900 ('99)	77.4 @ 8000	57.3 @ 5750	11.65 @ 114.9	5.26	444	44	11/98
Ducati Supersport 900 i.e.('00)	77.5 @ 7750	59.3 @ 5750	11.99 @ 109.5	5.61	444	43	6/00
H-D FLHCRI Road King Classic ('99)	62.4 @ 5250	77.2 @ 3000	13.99 @ 94.5	5.32	744	43	12/98
H-D FLTR/FLTRI Road Glide ('98)			14.39 @ 90.7	9.02	762	46	6/98
H-D FXDX Dyna Super Glide Sport ('99)	62.5 @ 5500	76.3 @ 3250	13.54 @ 96.5	5.82	651	39	11/98
H-D S.E. Road Glide ('00)	70.8 @ 5250	86.4 @ 2750	13.93 @ 93.1	6.71	828	33	5/00
H-D Sportster XL1200S Sport ('98)	57.0 @ 5250	66.3 @ 3250	13.65 @ 96.1	4.99	524	41	1/98
Honda CBR600F4 ('00)	94.8 @ 12,500	44.8 @ 10,000	11.61 @ 115.9	6.76	436	41	8/00
Honda CBR900RR ('98)	111.4 @ 10,000	63.7 @ 8000	10.65 @ 130.2	3.70	448	42	*6/98*
Honda CBR929RR ('01)	128.4 @ 10,750	68.4 @ 8750	10.28 @ 135.9	2.98	442	38	4/01
Honda CBR1100XX ('97)	136.7 @ 9500	80.9 @ 7500	10.20 @ 134.5		556	39	2/97
Honda Gold Wing ('01)	104.1 @ 5500	109.9 @ 4250	12.78 @ 103.3	5.90	898	36	2/01
Honda GL1500C Valkyrie ('97)	95.9 @ 5500	96.1 @ 4000	12.13 @ 107.0		739	32	1/97
Honda RC51 ('00)	118.5 @ 9000	72.1 @ 7500	10.97 @ 128.2	4.94	489	38	8/00
Honda Shadow A.C.E. Tourer ('98)			13.91 @ 92.2		663	37	7/97
Honda Shadow Spirit 750 ('01)	41.4 @ 5750	43.2 @ 3500	14.89 @ 86.7	9.15	523	49	4/01
Honda ST1100 ABSII-TCS ('96)	87.0 @ 7250	72.2 @ 5250	12.40 @ 106.0		726	42	8/96
Honda Valkyrie Interstate ('99)	97.1 @ 5750	97.3 @ 4500	12.76 @ 100.8	6.38	859	31	8/99
Honda VFR800F Interceptor ('98)	97.0 @ 10,500	54.9 @ 8500	11.14 @ 122.2	5.23	515	38	8/99
Honda VTR1000F Super Hawk ('00)	100.7 @ 8250	67.0 @ 6250	11.47 @ 119.4	5.00	480	31	6/00
Kawasaki Vulcan 1500 Classic FI ('00)	54.6 @ 5000	73.6 @ 2500	14.07 @ 92.6	9.43	727	41	9/00
Kawasaki Vulcan 1500 Nomad ('99)	51.0 @ 4500	72.3 @ 2500	15.33 @ 85.8	8.27	775	34	12/98
Kawasaki W650 ('00)	44.8 @ 6750	38.4 @ 5250	14.19 @ 90.4	9.36	473	44	8/00
Kawasaki ZX-6R Ninja ('00)	96.2 @ 12,500	44.7 @ 10,250	11.38 @ 120.5	5.26	434	43	8/00
Kawasaki ZX-7R Ninja ('96)	114.5 @ 11,250	57.1 @ 9000	10.82 @ 129.7		519	39	4/96
Kawasaki ZX-9R Ninja ('01)	128.1@ 11,250	69.9 @ 9000	10.34 @ 135.9	3.18	467	38	4/01
Kawasaki ZX-12R Ninja('00)	162.7 @ 10,000	93.7 @ 7500	9.96 @ 142.3	3.23	547	37	6/00
Moto Guzzi Sport 1100i ('97)	73.3 @ 7000	61.5 @ 5750	12.79 @ 105.5	5.20	538	39	8/97
Moto Guzzi V11 Jackal ('00)	63.2 @ 6500	59.9 @ 5250	13.74 @ 98.0	7.60	564	42	2/00
Moto Guzzi V11 Sport ('00)	80.6 @ 7750	65.0 @ 5750	12.18 @ 110.9	5.14	546	40	10/00
MV Agusta F4 Strada ('00)	114.6 @ 12,750	52.6 @ 10,250	11.09 @ 128.0	4.86	480	33	9/00
Suzuki Bandit 600S ('00)	72.9 @ 10,750	38.6 @ 9000	12.59 @ 106.8	6.76	510	40	5/00
Suzuki Bandit 1200S ('01)	101.6 @ 8250	71.8 @ 7250	11.15 @ 121.8	4.02	543	40	10/00
Suzuki GSX1300R Hayabusa ('99)	156.1 @ 9500	99.0 @ 6750	10.34 @ 140.8	2.70	550	36	6/99
Suzuki GSX-R600 ('01)	100.5 @ 13,000	45.6 @ 10,750	10.80 @ 125.4	5.33	423	39	2/01
Suzuki GSX-R750 ('00)	123.0 @ 12,500	57.7 @ 10,000	10.26 @ 135.6	4.11	426	36	7/00
Suzuki GSX-R1000 ('01)	143.6 @ 10,500	76.7 @ 8250	10.10 @ 141.7	2.73	437	39	4/01
Suzuki SV650S ('01)	65.8 @ 9250	42.6 @ 7500	12.60 @ 109.4	5.13	428	42	1/01
Suzuki TL1000S ('00)	106.1 @ 8250	69.1 @ 6500	11.15 @ 121.1	4.61	487	42	6/00
Suzuki TL1000R ('98)	121.1 @ 9000	74.9 @ 7250	10.76 @ 129.1	4.30	505	40	*10/98*
Triumph Legend TT ('00)	67.4 @ 7750	51.9 @ 4000	13.32 @ 96.7	5.87	522	33	8/00
Triumph Sprint RS ('00)	93.6 @ 9250	61.5 @ 5250	11.76 @ 110.4	4.77	512	34	6/00
Triumph Sprint ST ('99)	102.8 @ 9250	65.2 @ 5250	11.53 @ 116.3	3.83	530	45	8/99
Triumph T509 Speed Triple ('97)	83.4 @ 9000	53.5 @ 7500	11.71 @ 114.1	4.59	477	37	*8/97*
Triumph Tiger ('99)	72.0 @ 8250	48.1 @ 5750	13.15 @ 101.1	6.51	550	42	12/99
Triumph TT600 ('01)	91.1 @ 12,750	39.2 @ 11,250	11.23 @ 121.33	4.59	456	38	5/01
Yamaha Road Star ('99)	56.8 @ 4000	88.5 @ 2250	14.44 @ 88.9		740	43	7/99
Yamaha Royal Star Tour Deluxe ('97)			14.57 @ 90.0		793	37	7/97
Yamaha Royal Star Venture ('99)	81.7 @ 6000	79.7 @ 4500	13.66 @ 93.6	8.74	890	32	8/99
Yamaha V-Max ('97)	118.2 @ 8500	84.6 @ 6000	10.87 @ 124.0		616	33	1/97
Yamaha YZF600R ('97)	88.5 @ 11,000	45.9 @ 9750	11.31 @ 118.9	4.96	485	44	5/97
Yamaha YZF-R1 ('01)	129.8 @ 10,500	70.7 @ 8750	10.42 @ 134.7	2.82	446	39	4/01
Yamaha YZF-R6 ('00)	96.4 @ 12,500	42.4 @ 10,750	11.23 @ 123.2	5.29	425	38	8/00
Victory V92C ('98)	56.0 @ 4850	74.9 @ 3300	14.28 @ 90.0		692	38	7/99

* Performance with test-session weather conditions corrected to sea-level standard conditions (59 degrees F, 29.92 in. of mercury).
**Months listed in italics are issues the motorcycle was tested in *Sport Rider*.
Test numbers used here generated by the *Motorcyclist* staff using a Dynojet 150 rear-wheel dynamometer, Intercomp SWII digital scale and Los Angeles County Raceway's quarter-mile strip utilizing a Chrondek timing system.

bitter little man

by John Burns
Senior Editor

Rolling Resto

NOBODY LIKES MY JAGROLET, NOT EVEN ME—AND YET, for some reason, I cling to the mongrel 1972 Jaguar XJ6 with its small-block Chevrolet engine. The wife despises it. Peter Egan, the great auto/motojournalist of far-ranging and eclectic interests, averts his eyes. During El Niño, the beast was caught in a flood that never grew quite deep enough to drown it completely. Now, a carpet of rust covers its thick steel floor. Sometimes I yank out the back seat and throw in the boy's PW50—off to the motocross track. Tie-downs? No. Seat belts? Yes.

The idea, all those years ago, was a sort of resto/hot rod, but as the thing progresses, it more resembles a race with entropy. It's tough to polish when you're bailing, hard to restore a thing that's on fire. At least, the wife says to the boy who just turned seven, it'll be a good car for him in another nine years.

"*I* don't want it," the boy says. "No way." Wise beyond his years, he already knows how to ride around a sticky throttle cable no amount of lube has been able to cure.

Ha, this thing is gonna be so *cherry* in nine more years, no way is he going to get near it, and never mind the progress over the last, ah, has it been eight?

I can't come to grips with the Electronic Age. The Jagrolet has a carburetor, a Rochester Quadrajet with more circuits than AT&T, but I sort of know how it works. No computers in sight. I got your Northstar System right here, pal. When a wheel falls off, I can generally figure out how to put it back on. When the light switch melted, I hooked the lights up to the rear-window defroster (which never worked anyway) switch and stuck a Post-it note on for the wife: lights. She loved that.

I don't know where this need to mess with mechanical things came from. When I introduced my dad to the concept of interchangeable parts, about 1984, it was like showing fire to a caveman. He'd always thought car mechanics were artisans.

Actually, it was my pal Bob who hooked up the Jagrolet's lights to the rear-window defroster. Bob is the man. Last New Year's Eve we were driving his early '70s Vogue motorhome down PCH (on the way to his early '70s Uni-Flite sportfishing boat in Dana Point harbor) when the old RV cacked out on a slight uphill. The ancient-yet-virile 440 Chrysler had been running really lousy in spite of new fuel filters, but, well, how are you going to know if you've fixed a thing unless you take it out under load? We coasted to the curb in front of somebody's multimillion-dollar oceanfront estate.

One beauty of the motorhome is there's no need to leave the living room to fix the thing: pop off the coffee table and there's the engine. Luckily the generator was fine, so the babies could keep watching videos and the beer stayed cold.

Fuel pump perhaps? While Bob disconnected and held up the fuel hose for inspection, I gave a few cranks on the starter. A hummingbird ejaculates more.

"Hand me," Bob said, "the starting fluid."

"Bob (you idiot)," I said, "this thing is not going to run without fuel."

Bob shrugged and gave the carburetor a massive slug of starting fluid, which provided the dual benefits of sedating the babies and firing up the old 440, which got us the 15 miles to Dana Point without further incident. "Big engine vacuum," Bob said, "pulling fuel through." "Miracle," I thought, "God protecting innocent women and children."

It was a fine New Year's Eve on J dock, but would've been lessened if not for the harrowing journey that got us there. The next morning we took the boat out for a float, its contra-rotating 318 Chryslers running sweetly. This has not always been the case with Bob's boat, but that's another story that involves old stuff on fire and backs up my theory about God and women and children.

When the time came, Bob crawled up under the RV with a few tools. In about five minutes, a short chunk of holey old fuel hose that had been on all the lunar missions emerged from under the Vogue. Bob didn't need a fresh piece of hose, and that's why I admire him so and also why I admire old stuff. The Vogue people knew this might happen, all those years ago when they ran the fuel line right next to the exhaust, and so left enough slack to deal with it. New parts are no challenge for Bob; making the old ones work is what lights his fire.

On the ride home, the Vogue's 440 was its old neck-snapping self. Bob in his captain's chair, surrounded by all that brown shag, was no more regal than Louis XIV on his throne at Versailles. Man triumphant over nature. Nothing is as sweet.

I wonder if I'd still need a Jagrolet if they didn't shower me with all these new motorcycles? I park them in my garage (OK, under my tarp) craving mechanical calamity, some reason to gallop to the rescue with a wrench or fire extinguisher. Never happens. If I ever get real work and the Jagrolet expires, I will have a Buell. MC

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Special thanks to Yamaha owners and STAR members (above, from top left): Kenneth Moen, Stan Suwarsky, Ed Stutzer, Tom Tischner, Dave Smith & Arnold Lloyd. (main photo): Steve Caudill, Josie Williamson & Michael Desmond.

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